

## 4.13 LAND USE

This section describes existing land use and land use policies in the area of the proposed Cabrillo Port Deepwater Port (DWP) Project and associated facilities. These facilities consist of an offshore floating storage and regasification unit (FSRU) to accept and regasify liquefied natural gas (LNG) offshore subsea and onshore natural gas transmission pipelines, and onshore facilities. The onshore pipelines and facilities would be installed by the Applicant or its designated representative, Southern California Gas Company (SoCalGas).

During public scoping and comment periods for the October 2004 Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and the March 2006 Revised Draft EIR, commenters requested that the environmental analysis address the following Project impacts on land use: the Project's proximity to schools, hospitals, and specially designated areas such as the Navy's Point Mugu Sea Range; consistency with plans, especially the Coastal Zone Management Act (CZMA) and the restoration plans at Ormond Beach; and the possible expansion of the Channel Islands National Marine Sanctuary (CINMS) boundary. Comments on the March 2006 Revised Draft EIR also requested more information on potential future school sites, relevant land use plans and franchise agreements, and a clarification of sensitive land uses in Los Angeles County. This section also contains an evaluation of the proposed alternatives' impacts on land use and Applicant-proposed measures and mitigation measures for each potential impact.

### 4.13.1 Environmental Setting

#### 4.13.1.1 Offshore

The Project location is described in detail in Chapter 2, "Description of the Proposed Action." The FSRU would be moored approximately 12.01 nautical miles (NM) (13.83 miles or 22.25 kilometers [km]) southwest of the nearest landfall, near Arroyo Sequit, which is near the Ventura County and the Los Angeles County boundary, which coincides with Malibu city limits and is slightly farther from the FSRU. Two subsea transmission pipelines would originate on the ocean floor below the mooring point and extend to shore. The proposed Project includes transfer of LNG from the LNG carriers to the FSRU approximately two to three times per week and a weekly supply vessel from Port Hueneme.

### Existing Uses

The FSRU would be located in Federal waters and the subsea pipelines would cross both Federal and State waters. Federal waters are 3 NM (3.5 miles or 5.6 km) or more offshore. State lands include, but are not limited to, the State's ungranted tide and submerged lands along the California coastline extending from the mean high tide line out to 3 NM (3.5 miles or 5.6 km) offshore. The proposed subsea pipelines would not cross any known Federal or State oil and gas leases, pipelines, or pipeline rights-of-way

(ROW), but would cross three fiber optic cables. All cable crossings are located outside of State waters.

At the closest point, the proposed Project would be 12.61 NM (14.5 miles or 23.4 km) from the CINMS, and no vessels associated with the Project operations would enter the CINMS. The CINMS encompasses approximately 1,243 square NM (1,646 square miles or 4,263 square kilometers [km<sup>2</sup>]) of the waters surrounding the four northern Channel Islands and Santa Barbara Island (U.S. Department of Commerce 2006).<sup>1</sup> It extends from the mean high tide line to 6 NM (6.9 miles or 11.1 km) offshore. Commercial and sport fishing activities and certain other commercial uses are allowed within the sanctuary. Within the CINMS, the Channel Islands National Park (CINP) consists of 249,354 acres (100,914 hectares [ha]), half of which are under the ocean, and includes the islands of Santa Cruz, Anacapa, San Miguel, Santa Rosa, and Santa Barbara. The CINP boundary extends 1 NM (1.2 miles or 1.9 km) offshore from mean high water.

## Future Use Plans

The CINMS is currently updating its management plan, and the CINMS Draft Management Plan/Draft EIS (DMP/DEIS) was released in May 2006 (U.S. Department of Commerce 2006). The DMP includes a boundary evaluation action plan and a marine zoning action plan describing the Sanctuary's separate and future planned environmental review processes to address these matters. The DMP/DEIS analyzes regulatory changes, not the action plans proposed in the DMP. The DMP/DEIS "does not propose a sanctuary boundary expansion, but calls for the continuation of a comprehensive, scientifically-based, open public process that will lead to a decision in the future" (Mobley 2006). The proposed regulations addressed in the DMP/DEIS would only apply to the existing CINMS boundaries.

The CINMS DMP/DEIS recognizes the Cabrillo Port DWP Project as a proposed project that is outside the existing boundary of the CINMS, and it discusses the Project's potential impacts on the CINMS, including cumulative impacts (U.S. Department of Commerce 2006). It lists the Cabrillo Port Project as an example of a related study or process and describes LNG generally as having potential impacts on air quality, the marine environment, visual resources, and traffic, as well as consequences of an LNG spill but it does not discuss the specific impacts of the proposed Project (see Section 4.20, "Cumulative Impacts Analysis" for a discussion of potential cumulative impacts on the CINMS).

<sup>1</sup> According to the CINMS DMP/DEIS, the area of CINMS has been described as approximately 1,252.5 square NM since its designation. Adjusting for technical corrections and using updated technologies, however, the Coastal Conservancy recalculated the CINMS area as approximately 1,243 square NM. The legal description of CINMS is proposed to be updated to reflect this change. This update would not constitute a change in the geographic area of the Sanctuary but rather an improvement in the estimate of its size (U.S. Department of Commerce 2006).

A study area that expands the Sanctuary's current boundaries was established for the management plan process. Including the no-action alternative, six boundary expansion alternatives, known as "working boundary concepts," are being considered. The CINMS has developed a biogeographical assessment of the marine fauna in and around the CINMS. The results of this work will be used to identify marine resource patterns, trends, distribution, and regionally potentially important ecological areas and time periods (Caldow 2005). The analysis of the alternative CINMS boundaries will be provided in a Supplemental EIS, which is expected no earlier than 2007 (Mobley 2004; Murray 2005). Depending on the CINMS boundary selected, the proposed DWP may or may not be within the revised boundaries of the Sanctuary.

The National Marine Sanctuaries Act allows for variations on how restrictively each sanctuary is managed and allows for a variety of recreational and commercial activities. The existing CINMS boundaries and all of its proposed alternative boundaries include parts of the commercial vessel traffic separation lanes. According to CINMS staff, installation of the FSRU and pipelines at the proposed location is not inconsistent with the Sanctuary and would not automatically preclude the CINMS from expanding its boundaries. However, the potential presence of the FSRU, together with the results of the biogeographical assessment, would be considered by the CINMS when making a final decision on the expansion of its boundaries (Mobley 2004).

#### **4.13.1.2 Shore Crossing**

The subsea pipelines would come ashore and extend beneath the beach for a distance of 0.65 mile (1.1 km) and terminate at the proposed metering station on the existing Reliant Energy Ormond Beach Generating Station to tie into the SoCalGas system. The pipelines would cross California Coastal Conservancy land at the shore crossing to the Reliant Energy Ormond Beach Generating Station and the onshore pipeline would exit the generating station property within the right of way of Edison Drive (see Figure 4.13-1). Horizontal directional boring (HDB) technology would be used to place the pipelines at least 50 feet (15.2 meters [m]) below the beach. The construction workers and equipment would be confined to the generating station property.

### **Existing Land Uses**

#### *Ormond Beach*

Ormond Beach in Oxnard is separated from the rest of the City's coastal zone by the City of Port Hueneme. The Reliant Energy Ormond Beach Generating Station is an energy/industrial use of the shore crossing area, and Ormond Beach is also used for recreation with existing coastal access via Perkins Road and Arnold Road (see Section 4.15, "Recreation"). Ormond Beach extends through unincorporated areas east of Perkins Road, south of Hueneme Road, and near the southern boundary of the City of Oxnard.

## 1 **Future Land Uses**

### 2 *City of Oxnard Land Use Plan – Coastal Plan*

3 The shore crossing at the Reliant Energy Ormond Beach Generating Station is within  
4 the local coastal zone. The Oxnard Coastal Land Use Plan, which governs land uses in  
5 this zone, encourages industrial and energy development in the area already  
6 designated specifically for energy facilities while protecting beaches and wetlands.

### 7 *Ormond Beach Wetlands*

8 Planning is underway for restoration of wetlands and compatible recreational facilities to  
9 the southwest and northeast of the Reliant Energy Ormond Beach Generating Station.

10 The Coastal Conservancy's Southern California Wetlands Recovery Project (SCWRP)  
11 provides objectives for each county and wetland it has acquired. In Ventura County, the  
12 focus is on the Ormond Beach wetlands, Mugu Lagoon, and the Santa Clara and  
13 Ventura River estuaries.

14 Coastal wetlands that include saltmarsh and freshwater ponds are located on  
15 unincorporated land at Ormond Beach. Farther south are two waterfowl ponds. One of  
16 the ponds, the privately owned Ventura County Game Preserve, zoned Coastal Open  
17 Space, is partially within the County's coastal zone. The Point Mugu Game Preserve,  
18 also privately owned, is outside the coastal zone.

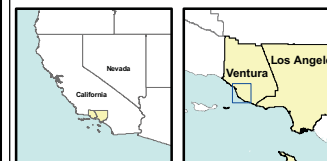
19 Acquisition and subsequent restoration of the Ormond Beach wetlands area is a high  
20 priority for the SCWRP. The specific objectives at Ormond Beach are to:

- 21 • Acquire at least 750 acres (304 ha) of the Ormond Beach wetlands;
- 22 • Develop and implement a restoration plan for the area; and
- 23 • Develop an interpretive program for the area.

24 The Coastal Conservancy has proposed an ongoing wetland restoration project at  
25 Ormond Beach that would restore tidal flow to some of the fragmented wetlands. The  
26 area is depicted in Figure 4.13-1, which also shows the project study boundary. In June  
27 2002, the Coastal Conservancy acquired 265 acres (107 ha) of land adjacent to the  
28 Reliant Energy Ormond Beach Generating Station from Southern California Edison.  
29 Acquisition of at least 750 acres of land at Ormond Beach would meet the goals of  
30 Federal and State resource agencies that are participating in the SCWRP to restore  
31 coastal wetlands, dunes, and upland habitat along Ormond Beach. According to the  
32 Coastal Conservancy, "[a] critical mass of 750 acres of restored wetland and associated  
33 habitat at Ormond Beach is expected to create a self-sustaining biological system and  
34 enough tidal prism and flushing action to maintain health and hydrologic function"  
35 (Brand 2005).



- Project study boundary**
- Exclusion areas**
- 1 - Metropolitan Water District of Southern California
  - 2 - City of Oxnard
- California Coastal Conservancy land**



1,000 500 0 1,000 Feet  
NAD83 CA Stateplane Zone 5 feet

**CABRILLO PORT LNG DEEPWATER PORT**

**Figure 4.13-1**  
**Ormond Beach Wetlands**  
**Restoration Project**



The Nature Conservancy purchased 276 acres of Ormond Beach property, co-owned by the City of Oxnard and the Metropolitan Water District of Southern California (MWD), made possible by a grant from the Coastal Conservancy. Plans call for restoring this land and an additional 600 acres at Ormond Beach to wetlands (Nature Conservancy 2005).

The acquisition of 276 acres represents most of the 309 acres that were purchased by the MWD and the City of Oxnard in 1998. The MWD's intent in buying the property was to reserve the property for a possible future desalination plant. While a desalination plant at this location is unlikely, MWD is retaining a 20-acre plot at the southeast corner adjacent to the Reliant Energy plant. The City of Oxnard's Community Development Commission excluded from the sale a 13-acre parcel on the northwest corner of the property, which adjoins a paper recycling plant owned by Weyerhaeuser Corporation. This property would be reserved for development of a tertiary water treatment facility or other municipal uses. The Nature Conservancy, the Community Development Commission, and the MWD will work together to ensure these two projects could still take place in the future.

Two additional proposed land acquisitions are being considered. The first is up to 340 acres (138 ha) northeast of the Reliant Energy facility currently owned by Southland Sod. Southland Sod has offered to sell the property to the Coastal Conservancy with the condition that upon purchase of other suitable land the owner would be able to transfer the sod operation. The second is the Coastal Conservancy's potential acquisition of approximately 300 acres (121 ha) of degraded wetlands north of Naval Base Ventura County (NBVC) Point Mugu (Brand 2004).

The Coastal Conservancy is in the planning and environmental analysis stages of the wetland restoration effort. A restoration feasibility study is currently underway; as of September 2006 this study was not available (Brand 2006b).

Directly adjacent to the area recently purchased by the Nature Conservancy is Halaco Engineering Company's idle metal recycling plant, which contains significant amounts of toxic waste. Halaco filed for bankruptcy in 2002, and it was sold in September 2006 to a company that specializes in cleaning up polluted property to make it ready for development (Ventura County Star 2006). The Coastal Conservancy had been interested in purchasing the Halaco property, which is included in its restoration plan project boundaries (see Figure 4.13-1) (Moore 2005; Brand 2006b, Ventura County Star 2006). The U.S. Environmental Protection Agency (USEPA) Emergency Response Section conducted an integrated assessment at the site earlier this year; the report has not been issued.

The former property owner was conducting time-critical removal activities at the site, which included removal and disposal of waste drums, removal and on-site containment of loose solids, securing waste piles inside 6-foot fences, and installing sediment fences and booms to mitigate impacts on wetlands. The USEPA's States, Tribes and Assessment Office is evaluating the site for inclusion on the Superfund National Priorities List (Wise 2006).

### 4.13.1.3 Onshore – Center Road Pipeline

The 14.7-mile (23.7 km) Center Road Pipeline would occur in the City of Oxnard and unincorporated areas of Ventura County. The proposed route has been modified several times in response to public comments and now avoids existing schools.

#### Existing Land Uses

The City of Oxnard was incorporated in 1903 and is more than 24 square miles (62.2 km<sup>2</sup>). While it is a significant population and economic center with some heavy and light industrial development, due to its location and agricultural uses, it still offers a seaside environment and a rural, small-town atmosphere.

Existing land uses along the proposed Center Road Pipeline are presented in Table 4.13-1. From approximately milepost (MP) 0.0 to MP 0.2, the proposed Project route would be located within the Ormond Beach Coastal Zone. Beyond the Reliant Energy Ormond Beach Generating Station, the proposed Center Road Pipeline alignment is primarily within or adjacent to road ROWs or to agricultural land uses.

**Table 4.13-1 Center Road Pipeline Existing Land Uses**

Milepost Range (approximate)	Existing Land Use
0.00 – 0.28	Energy facility; transmission line ROW; State Coastal Conservancy land
0.28 – 1.30	Agricultural and transmission line ROW
1.30 – 3.87	Agricultural with rural single-family homes; agricultural processing
3.87 – 7.39	Agricultural; rural single-family home
7.39 – 7.76	Agricultural and industrial (oil field and infrastructure)
7.76 – 7.93	Industrial park/commercial offices; some agricultural
8.93 – 8.63	Industrial park/commercial offices
8.63 – 9.40	Agricultural
9.40 – 9.57	U.S. 101
9.57 – 14.69	Agricultural; country club; one rural home

Source: Aerial photos 2004.

The proposed pipeline route would traverse parts of the City of Oxnard and unincorporated areas of Ventura County. The pipelines would be installed mainly in existing utility ROWs, in roadways or on road shoulders, or in easements through agricultural lands. Permanent easements and temporary construction easements would be required outside of private and, in most cases, public road ROWs. Permanent easements would range between 25 and 50 feet (7.6 and 15.2 m) depending on site-specific conditions.

The Mac Valley Oil Company, located at approximately MP 8.0 on the proposed Center Road Pipeline route, is a petroleum distribution center with on-site fueling. Texaco Lubricants and WIX Filters are stored on site and delivered from this location. As a petroleum facility, this business is regulated by Federal, State, and local agencies and is

inspected by the Fire Department. It is designed to safely store petroleum, with personnel trained to respond to fires and other incidents.

### *Sensitive Land Uses*

For the purposes of this evaluation, a sensitive land use refers to schools, churches, hospitals, day care facilities, shopping, and government centers near the pipeline alignment—locales that generally have large groups of individuals or would require extra time to evacuate in the event of an accident. The proposed Center Road Pipeline would not cross any sensitive land uses and none are directly adjacent to the proposed alignment. It would be approximately 0.2 mile (0.3 km) from the California Youth Authority School located on Wright Road near Santa Clara Avenue. This and other nearby sensitive land uses are listed in Table 4.13-2 and are depicted in Figures 4.13-2 and 4.13-2a.

**Table 4.13-2 Sensitive Land Uses in the Vicinity of the Center Road Pipeline, Ventura County**

<b>Site and Address</b>	
California Youth Authority School	3100 Wright Rd., Camarillo, CA, 93010
Mesa Union School	3901 N. Mesa School Road Somis, CA 93066
Calvary Baptist Church	950 E. Pleasant Valley Road Oxnard, CA
Moria Residential Care Home	934 Berkshire Place Oxnard, CA
Ocean View Children's Center (Ocean View Early Education School)	5201 Squires Drive Oxnard, CA
Fred E. Williams Elementary	4300 Anchorage Street Oxnard, CA
Oxnard Community College	4000 S. Rose Avenue Oxnard, CA
Tierra Vista Elementary School	2001 Sanford Street Oxnard, CA 93033
Mar Vista Elementary School	2382 Etting Road Oxnard, CA
Channel Islands Surgicenter	2300 Wankel Way Oxnard, CA
Peppermint Junction	2150 E. Gonzales Road Oxnard, CA
Channel Islands Vineyard Church	1851 Holster Walk, #200 Oxnard, CA
Neurosciences Institute	1600 N. Rose Avenue Oxnard, CA
St. Johns Medical Center	1600 N. Rose Avenue Oxnard, CA
Tried Stone Church of God	1350 E. Channel Islands Blvd. Oxnard, CA
Santa Clara Chapel	1333 E. Ventura Blvd. Oxnard, CA
Rio Real Elementary School	1140 Kenney Street Oxnard, CA
Assembly of God Church	1076 E. Stroube Street Oxnard, CA
Big Mama's Day Care	1077 E. Collins Street Oxnard, CA
Iglesia Ni Cristo	1277 E. Collins Street Oxnard, CA
Rio Del Valley Elementary School	3100 N. Rose Avenue Oxnard, CA
Rio Mesa High School	545 Central Avenue Oxnard, CA

Sources: Entrix 2004; City of Oxnard 2005c.

Note: Includes only nearby sensitive uses; also see Figures 4.13-2 and 4.13-2a.

## Future Land Uses

### *City of Oxnard General Plan*

Goals and policies for future land uses are set out in the City of Oxnard 2020 General Plan:

- A balanced community meeting housing, commercial and employment needs consistent with the holding capacity of the City;
- Preservation of scenic views, natural topography, natural physical amenities, and air quality; and
- A balance between jobs and housing within a reasonable commuting distance from each other.

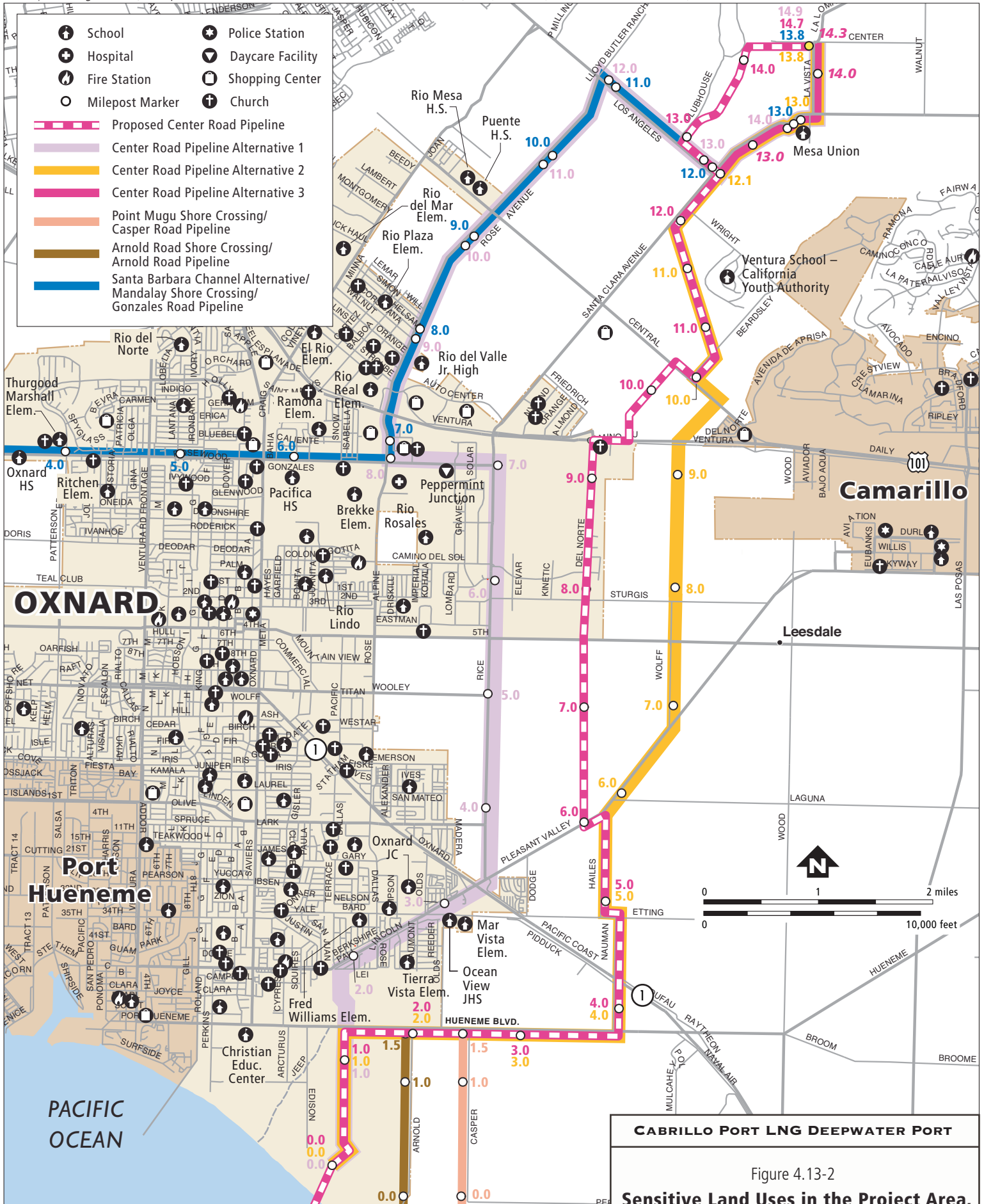
The City of Oxnard plans to update its 2020 General Plan to the year 2030; a notice of preparation of an EIR is expected in March 2007 (City of Oxnard 2007). Oxnard's 2020 General Plan includes sixteen large areas within the City's Planning Area that were identified for thorough study and review in terms of possible land uses. These Major Study Areas, including Ormond Beach, are primarily undeveloped land and land used for agriculture (City of Oxnard 2004a).

The Ormond Beach study area in the south portion of the City consists of approximately 2,789 acres of land with about 168 acres of beach frontage. Approximately 2,300 acres are unincorporated, with about 1,560 acres located outside the City's existing sphere of influence.<sup>2</sup> The area also includes 345 acres that are located within the Coastal Zone. The City has designated the portion of the area within the current City's sphere of interest boundary as a redevelopment area.

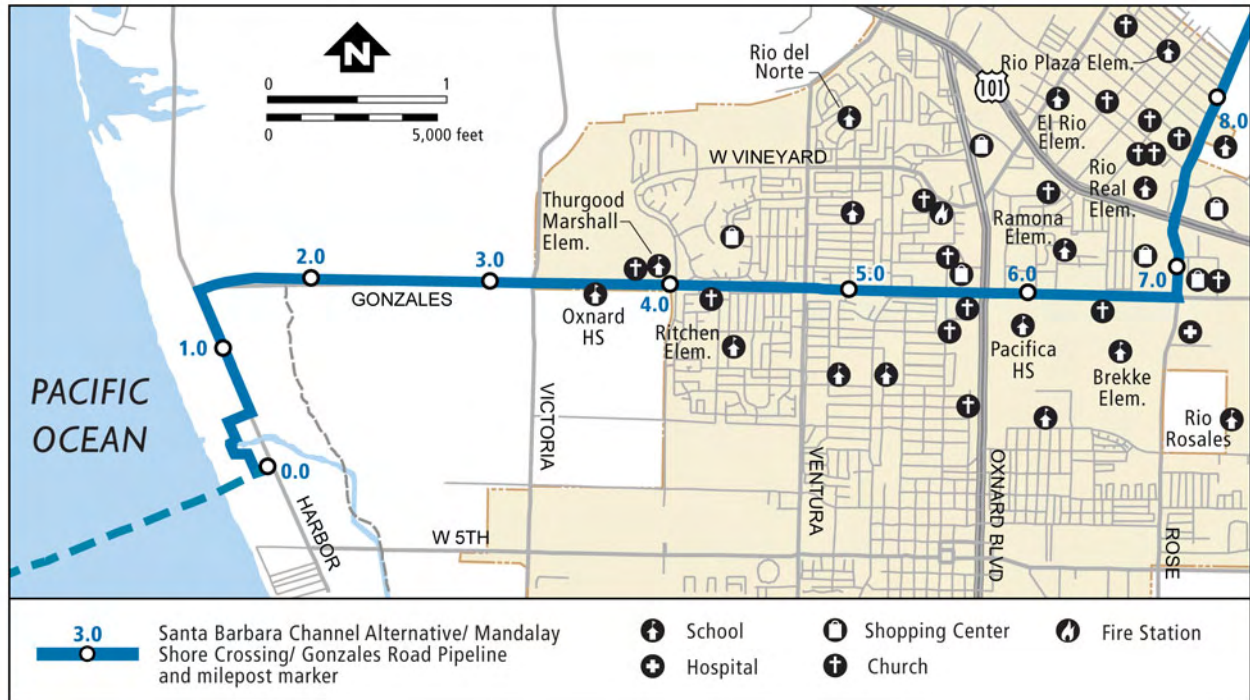
Between the Ormond Beach Metering Station and Hueneme Road (MP 0 to MP 1.1), the pipeline would traverse the Ormond Beach Redevelopment Area. The Ormond Beach Specific Plan identifies the beach as an area that is underutilized for recreational and other uses but that is also in need of protection and enhancement because of its significant wetlands and other habitat. Any new major development in this area would require approval of a specific plan.

The City of Oxnard issued a Notice of Preparation (NOP) for an EIR for the Ormond Beach Specific Plan on September 12, 2005, for development of a 920-acre community that extends from Edison Road on the west to Olds and Arnold Road on the east, West Pleasant Valley Drive on the north and the Pacific Ocean to the south. The community would include residences, schools, parks, and commercial and light industrial facilities (CEQAnet 2005; City of Oxnard 2005b, 2005c). The Ormond Beach Specific Plan Area is also referred to as the SouthShore Specific Plan Area (Williamson 2006).

<sup>2</sup> Sphere of influence indicates that the land is not within the legal jurisdiction of the City of Oxnard but is influenced by some of its land use planning guidelines.







**Figure 4.13-2a. Sensitive Land Uses in the Project Area, Ventura County (showing Western Area)**

The 2020 General Plan land uses in the Ormond Beach study area are designed to address the City's principal areas of concern relating to the Ormond Beach study area:

- Protection of significant wetlands and other habitat resources and enhancement of degraded resources;
- Aesthetics in relation to present blighted conditions;
- Beach access and recreational use opportunities consistent with Coastal Act resource protection policies;
- Need for visitor serving facilities;
- Desirability of providing for a variety of housing types; and
- Desirability of relocating certain existing land uses in the study area.

An NOP for an EIR for the Sakioka Farms Specific Plan was issued on January 25, 2006. The Sakioka Farms Specific Plan would replace the current zoning of the 430-acre agricultural site near Del Norte Boulevard and Rice Avenue. The Plan would provide the framework, guidelines, standards, and regulations for phased development of this area. The applicant is seeking approval of a revised EIR for the Sakioka Farms Specific Plan previously submitted in 2002 (CEQAnet 2007a).

An NOP for an EIR for the Camino Real Business Park Specific Plan was issued on April 17, 2006. The Camino Real Business Park Specific Plan would replace the current zoning of a portion of the property fronting Del Norte Boulevard and provide the

framework, guidelines, standards, and regulations for orderly phased development. The proposed land uses consist of approximately 675,000 square feet (62,710 square m) of industrial business park space. The development would include 18 to 20 buildings (CEQAnet 2007b).

#### *Ventura County General Plan*

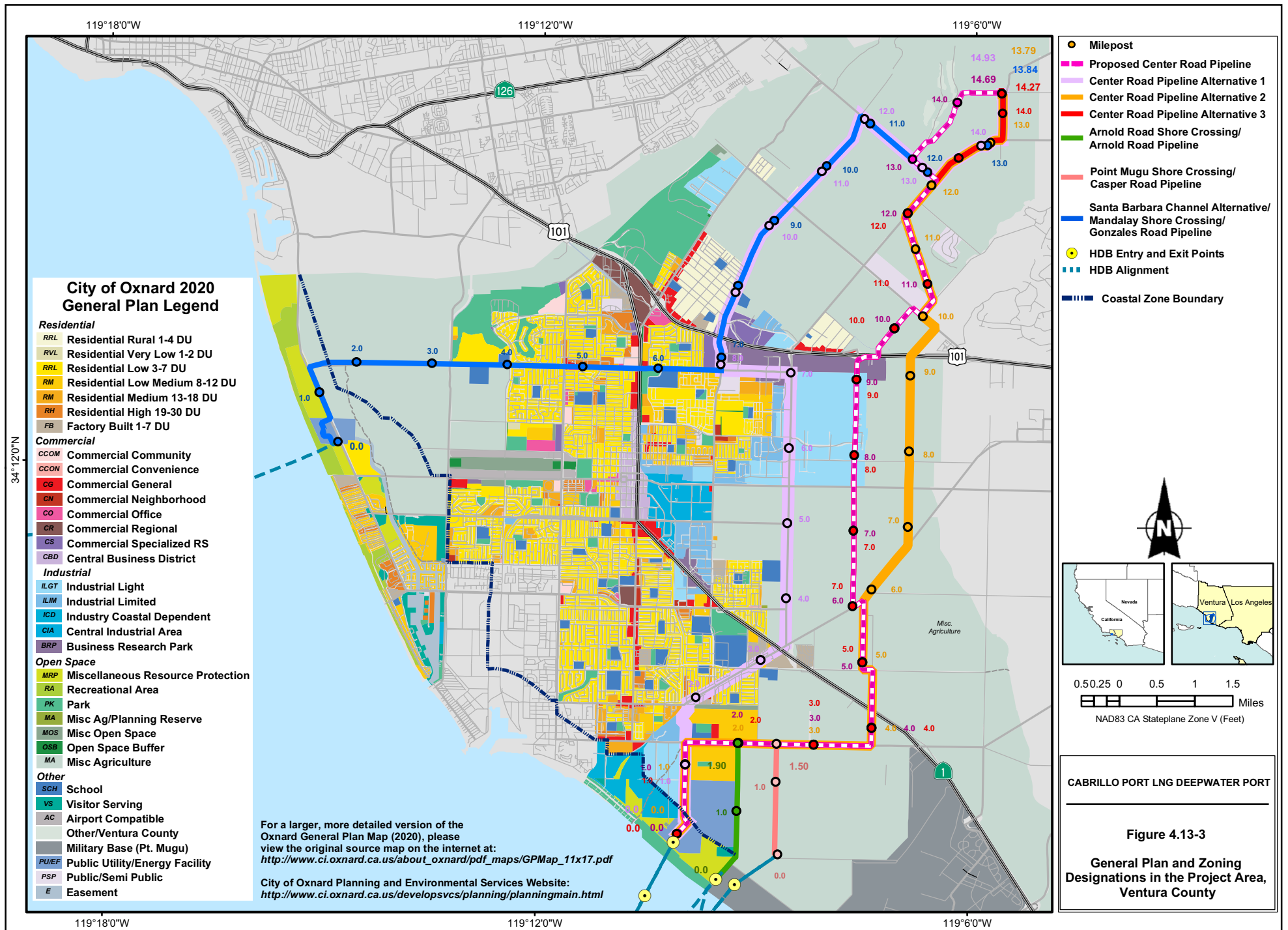
The Ventura County General Plan provides a comprehensive, long-term plan for the physical development of the County. The General Plan includes goals to preserve and protect irrigated agricultural land as well as to “promote the continued and expanded use of pipelines for the transport of suitable products and materials where environmental and safety impacts can be adequately mitigated.” It contains a policy that new gas pipelines must use or parallel existing utility ROWs where feasible.

The agricultural designation is applied to “irrigated lands which are suitable for the production of crops and the raising of livestock.” While intended for agricultural uses, limited temporary or public uses that are consistent with agriculture or agriculturally related uses are allowed. The minimum parcel size within this designation is 40 acres (16.2 ha).

Land use designations affecting the Center Road Pipeline in the City of Oxnard and Ventura County are summarized in Table 4.13-3 and are depicted in Figure 4.13-3.

Ventura County Non-Coastal Zoning Ordinance, Section 8107-5, Oil and Gas Exploration and Production, pertains to the drilling, extraction, and transportation of subterranean fossil gas and petroleum and necessary attendant uses and structures but excludes refining, processing or manufacturing thereof. Section 8107-5 indicates that no oil or gas exploration or production-related use may begin without or, if authorized, be inconsistent with a conditional use permit (CUP) approved pursuant to the ordinance.

The County has indicated that pipelines constructed in an agricultural (40-acre [16.2 ha]) zone require a Planning Director-approved CUP if they are constructed outside of an existing ROW, such as a road. The County has previously granted SoCalGas a franchise tax agreement allowing it the right to lay gas pipelines within public ROWs without a permit under certain provisions. If the provisions were met, a CUP would not be required (Rodriguez 2004; Ventura County 2005).





**Table 4.13-3 Center Road Pipeline Land Use Designations**

<b>Mileposts</b>	<b>Jurisdiction</b>	<b>Land Use Designation(s)</b>
0.0 – 0.2	City of Oxnard	Public Utility/Energy Facility
0.2 – 1.0	Ventura County (City of Oxnard Sphere of Influence)	Public Utility/Energy Facility
1.0 – 2.2	Ventura County (City of Oxnard Sphere of Influence)	Low-Medium Residential; Open Space; School; General Commercial
2.2 – 7.6	Ventura County	Agricultural (40-acre [16.2 ha] minimum)/Oxnard – Camarillo Greenbelt
7.6 – 9.5	City of Oxnard	Light Industrial; Business and Research Park
9.5 – 14.3	Ventura County (City of Oxnard Sphere of Influence)	Residential; School; Agricultural (40-acre [16.2 ha] minimum)/Oxnard – Camarillo Greenbelt

Sources: City of Oxnard 2004a; Ventura County 2004.

Note: 'Ventura County (City of Oxnard Sphere of Influence)' indicates that the land is not within the legal jurisdiction of the City of Oxnard but is within the City's Sphere of Influence and therefore the City has established some land use planning guidelines.

The Local Agency Formation Commission in every county adopts a "sphere of influence" for each city in the county to represent the "probable ultimate physical boundaries and service area" of that city. In Ventura County, land use outside of a city's current jurisdiction, but within the sphere of influence of the city, is controlled by Ventura County in formal consultation or by joint action with the city. The proposed route does not cross the sphere of influence for the City of Camarillo. The proposed route's nearest approach is approximately 0.5 mile (0.8 km) north of U.S. 101 and west of Camarillo.

Most of the proposed Center Road Pipeline route would traverse land designated as the Oxnard-Camarillo Greenbelt with an underlying Ventura County General Plan agricultural designation. The cities and county have adopted an agreement that establishes a permanent greenbelt of more than 27,000 acres (10,927 ha) of open space between Oxnard and Camarillo, which serves to create a buffer between urban land uses in the two cities (City of Oxnard 1990). The City of Oxnard has a Planning Reserve Overlay over the greenbelt area, which indicates this area is to be considered for urbanization during the term of the 2020 General Plan.

#### *Potential Future School Sites*

The proposed Center Road Pipeline would not be located adjacent to any existing schools (see Figures 4.13-2 and 4.13-2a above) and would carry only natural gas. Several potential locations for new or expanded schools have been evaluated (see Figure 4.13-6 at the end of Section 4.13). The Ormond Beach Specific Plan reserves a site for an elementary school and possibly a high school within the 323-acre Northern Subarea north of Hueneme Road. Representatives of school districts have raised concerns about their ability to locate future schools near the pipeline.

Section 17213 of the California Education Code prohibits the acquisition of a school site by a school district if the site “contains one or more pipelines, situated underground or aboveground, which carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply natural gas to that school or neighborhood.” The proposed pipeline is adjacent to some of the potential new school sites, but it would not cross any of them.

To qualify for State school bond funds, school districts must meet standards established by statute and regulation (California Code of Regulations Title 5 § 14010). These regulations require that the school site “shall not be located near an above-ground water or fuel storage tank or within 1,500 feet (457 m) of the easement of an above ground or underground pipeline that can pose a safety hazard as determined by a risk analysis study, conducted by a competent professional, which may include certification from a local public utility commission.” Title 5 prescribes the study area for the risk analysis, but it does not prescribe a setback for schools from pipelines. A setback would be determined from a risk analysis study (Shaw 2006). The State Department of Education recommends the use of its May 2002 draft Proposed Standard Protocol Pipeline Risk Analysis to guide the conduct of such a risk analysis after a school site is selected (California Department of Education 2002, 2006). While this guidance has not been officially adopted, it is the *de facto* acceptable assessment methodology (Moore 2006; Shaw 2006).

The Applicant contacted three local school districts in 2005, the Mesa Union School District, the Ocean View School District, and the Oxnard Union High School District. The Applicant also discussed the issue of schools located in proximity to the proposed Project with the California Public Utilities Commission (CPUC) and the California Department of Education. The following paragraphs provide additional detail developed for this document on the three school districts.

#### Mesa Union School District

The Mesa Union School is not contemplating or proposing any building projects at this time. The proposed route does not pass within 1,500 feet (457 m) of the Mesa Union School.

#### Ocean View School District

Oxnard’s 2020 General Plan identifies the proposed location for an elementary school at the northeast corner of Hueneme Road and Edison Drive (shown as “Proposed schools location from the City of Oxnard 2020 General Plan Land Use map” on Figure 4.13-6 at the end of Section 4.13). Since publication of the 2020 General Plan, the Ocean View School District has proposed a school building at a slightly different site. The new site is still within the Hearthside Homes planned subdivision to the north of Hueneme Road in the Northern Subarea of the Ormond Beach Specific Plan Area (shown as “Proposed school location from the Notice of Preparation for the Ormond Beach Specific Plan: Proposed Ocean View School District site” on Figure 4.13-6). While the construction of this elementary school has not been funded or programmed

yet, the District and the developer are in the mitigation process for a final agreement for financing of the school's construction; the details of the mitigation process have not been made public yet (Carroll 2006a and 2006b). The potential site for this elementary school appears to be set back within a proposed subdivision and not directly adjacent to Hueneme Road. SoCalGas has confirmed that there is an existing 8-inch, 150 pounds per square inch (psi) gas distribution pipeline already located adjacent to this proposed site. Therefore, it appears that the provisions of Title 5 § 14010 need to be addressed by the Ocean View School District regardless of whether the proposed Project is approved, and the District would have to conduct a pipeline risk analysis if it were to pursue this site.

#### Oxnard Union High School District

Oxnard's 2020 General Plan identifies the proposed location for a high school at the northeast corner of Hueneme Road and Edison Drive (shown as "Proposed schools location from the City of Oxnard 2020 General Plan Land Use map" on Figure 4.13-6). In 2004, the Oxnard Union High School District (OUHSD) conducted a school site feasibility analysis of three additional possible high school sites in the Ormond Beach area (PJHM Architects 2004). The other three potential sites are referred to as the Olds East site, the Arnold site, and the Ocean View site (shown as "Potential school site as ranked in the Oxnard Union High School District School Site Feasibility Analysis" on Figure 4.13-6). The Olds East site is north of and adjacent to the proposed Center Road pipeline location along Hueneme Road. The Arnold site is south of and adjacent to the proposed Center Road pipeline location along Hueneme Road. The Ocean View site is not adjacent to the proposed Center Road pipeline. The proposed high school site identified in Oxnard's 2020 General Plan and the Arnold site are within the Ormond Beach Specific Plan Area, and the Olds East site and the Ocean View site are outside it.

The NOP for the EIR for the Ormond Beach Specific Plan proposes a high school at either of two locations, both of which are different from the location identified in the 2020 General Plan. The primary proposed location in the NOP, at the northwest corner of Hueneme Road and Olds Road, is within the Ormond Beach Specific Plan Area (shown as "Proposed school location from the Notice of Preparation for the Ormond Beach Specific Plan: Proposed Oxnard Union High School District site" on Figure 4.13-6). The other proposed location, east of Olds Road, appears to be the same as the Olds East site and is outside the Ormond Beach Specific Plan Area, as shown on Figure 4.13-6 (City of Oxnard 2005a). A Draft EIR for the Ormond Beach Specific Plan Area has not been issued and the specific plan has not yet been approved (Williamson 2006).

The State of California Department of Education conducted a School Site Field Review of the primary high school site proposed in the NOP, at the northwest corner of Hueneme Road and Olds Road. The review concluded that the site appeared acceptable for a school, but noted that it would require Department of Transportation review because it is located within 2 miles of an airport runway (Shaw 2003).

The feasibility analysis that was conducted by OUHSD for the three additional possible high school sites identifies both opportunities and concerns/challenges for each site. Specifically, all three sites are within an area of potential liquefaction, are distant from water and sewer points of connection, and would need to be annexed to the City of Oxnard. In addition, the Olds East and Arnold sites are within 2 miles of Point Mugu Naval Air Station and would require an aeronautics review; the Olds East and Ocean View sites are within the SOAR (Save Open Space and Agricultural Resources) preserve (outside the City Urban Restriction Boundary); the Olds East site is active agricultural land; and the Arnold site is adjacent to property that is proposed for light commercial/industrial zoning (City of Oxnard 2004b).

The feasibility analysis ranked the three sites as follows (see Figure 4.13-6): Olds East is the most preferred; Arnold is the second-most preferred; and Ocean View is the least preferred. The report acknowledged that site property boundaries and facility configurations must consider California Code of Regulations, Title 5 (Education Code) requirements pertaining to setbacks from power lines and pipelines (PJHM Architects 2004).

In 2005, the Applicant conducted a follow-up analysis of the school site investigation. They reported that while OUHSD has investigated potential building sites and conducted preliminary suitability screening, no specific site has been proposed to date. The District owns none of the contemplated sites, and the District has not yet contacted the landowners of the contemplated sites.

All five of the potential high school sites are within the OUHSD but outside the Oxnard city limits. Two of the potential high school sites lie adjacent to but outside the Oxnard Sphere of Influence and the City Urban Restriction Boundary (they lie within the SOAR zoned agricultural area) (City of Oxnard 2004b).

#### **4.13.1.4 Onshore – Line 225 Pipeline Loop**

The 7.7-mile (12.4 km) Line 225 Pipeline Loop would occur in the City of Santa Clarita, Los Angeles County. The route would generally parallel the existing Line 225 Pipeline along public roadways, occurring either in or near the existing ROW.

#### **Existing Land Uses**

Santa Clarita is situated at the northernmost part of Los Angeles County and is approximately 35 miles (56.3 km) from downtown Los Angeles. The City encompasses more than 32,000 acres (12,950 [ha]) of land; approximately 56 percent of the land is developed (City of Santa Clarita 2004). Since incorporation in 1987, the City has completed 25 annexations totaling approximately 7,200 acres (2,914 ha) of land. A major attraction to the area is Six Flags Magic Mountain, a popular theme park attracting visitors to the area daily.

The Line 225 Pipeline Loop is in the western part of Santa Clarita. The proposed new pipeline would generally parallel the existing Line 225 Pipeline either in or near the

- 1 existing ROW. The route traverses open space, residential, industrial, and commercial  
 2 areas, and the South Fork of the Santa Clara River.
- 3 Table 4.13-4 identifies the existing land uses along the Line 225 Pipeline Loop.

**Table 4.13-4 Line 225 Pipeline Loop Existing Land Uses**

<b>Milepost Range (approximate)</b>	<b>Existing Land Use</b>
0.00 – 0.73	Open space
0.73 – 1.00	Open space; low-density, single-family residential
1.00 – 1.25	Open space
1.25 – 1.51	Low-density, single-family residential; open space
1.51 – 1.69	Open space
1.69 – 2.52	Low-density, single-family residential; open space; moderate- to high-density residential (multi-family)
2.52 – 3.66	Industrial, commercial, railroad ROW; parallels the South Fork of the Santa Clara River; open space
3.66 – 3.72	South Fork of the Santa Clara River crossing
3.72 – 4.05	Power transmission line ROW; medium- to high-density residential; shopping centers/commercial
4.05 – 5.11	Shopping centers/commercial; undeveloped commercial lots
5.11 – 5.21	Santa Clara River
5.21 – 5.55	Open space; medium-density, single-family residential
5.55 – 5.66	San Francisquito Creek
5.66 – 6.77	Industrial park and commercial offices
6.77 – 7.70	Open space/power transmission line ROW; substation

Source: Aerial photos 2004.

#### 4 Sensitive Land Uses

5 In addition to the existing land uses directly along Line 225 Pipeline Loop, several  
 6 sensitive land uses are located in the vicinity of the route and its alternative, as depicted  
 7 in Figure 4.13-4. Of particular interest are Six Flags Magic Mountain (approximately 1  
 8 mile [1.6 km] from the route); Santa Clarita City Hall (0.25 miles [0.4 km]); Golden Valley  
 9 High School (approximately 0.25 mile [0.4 km] from the route); Valencia Town Center  
 10 (immediately adjacent); Valencia Library (immediately adjacent); and the Valencia  
 11 Country Club about 825 feet (251 m) west. There are no schools in the immediate  
 12 vicinity of the proposed Project.

13 The Line 225 Pipeline Loop would follow the southern edge of a large area designated  
 14 as within the Porta Bella Specific Plan. This area is currently referred to as the  
 15 Whittaker-Bermite property cleanup site; the site is heavily contaminated as a result of  
 16 being used for 80 years as a military munitions manufacturing facility (City of Santa  
 17 Clarita 2006). (See Section 4.12, "Hazardous Materials," for a discussion of potential  
 18 impacts associated with pipeline construction in the vicinity of this facility.) The area

was previously approved for a mixed-use development that was to follow cleanup of the site, including about 3,000 homes; commercial, institutional and recreational uses; and a school. The 10-acre site previously reserved for the school is more than 0.4 mile (0.6 km) from the proposed pipeline route (City of Santa Clarita 1995). The former property owner filed for bankruptcy, however, and as a result there is a new property owner. The Santa Clarita Planning Division anticipates it will enter into negotiations with the new owner to redo the entitlement process and develop a new specific plan for the area. According to the Santa Clarita Planning Division, it is expected that the Porta Bella Specific Plan area will eventually be approved again for a similar type of development with at least one school (Hogan 2006).

### **Future Land Use Plans**

The Line 225 Pipeline Loop originates between Oro Fino and Quigley Canyons, which are identified as areas of significant mineral/oil resources protected by the adoption of a Mineral/Oil Conservation Area Overlay. The purpose of the designation is to permit continuation of subsurface mineral/oil usage while providing for aboveground development in the area. The City's Valley Center Concept designates the central part of the City as possessing potential for creating a Valley-wide focal point by encouraging detailed master planning efforts. The proposed route also crosses the South Fork of the Santa Clara River, which has been designated as a Significant Ecological Area.

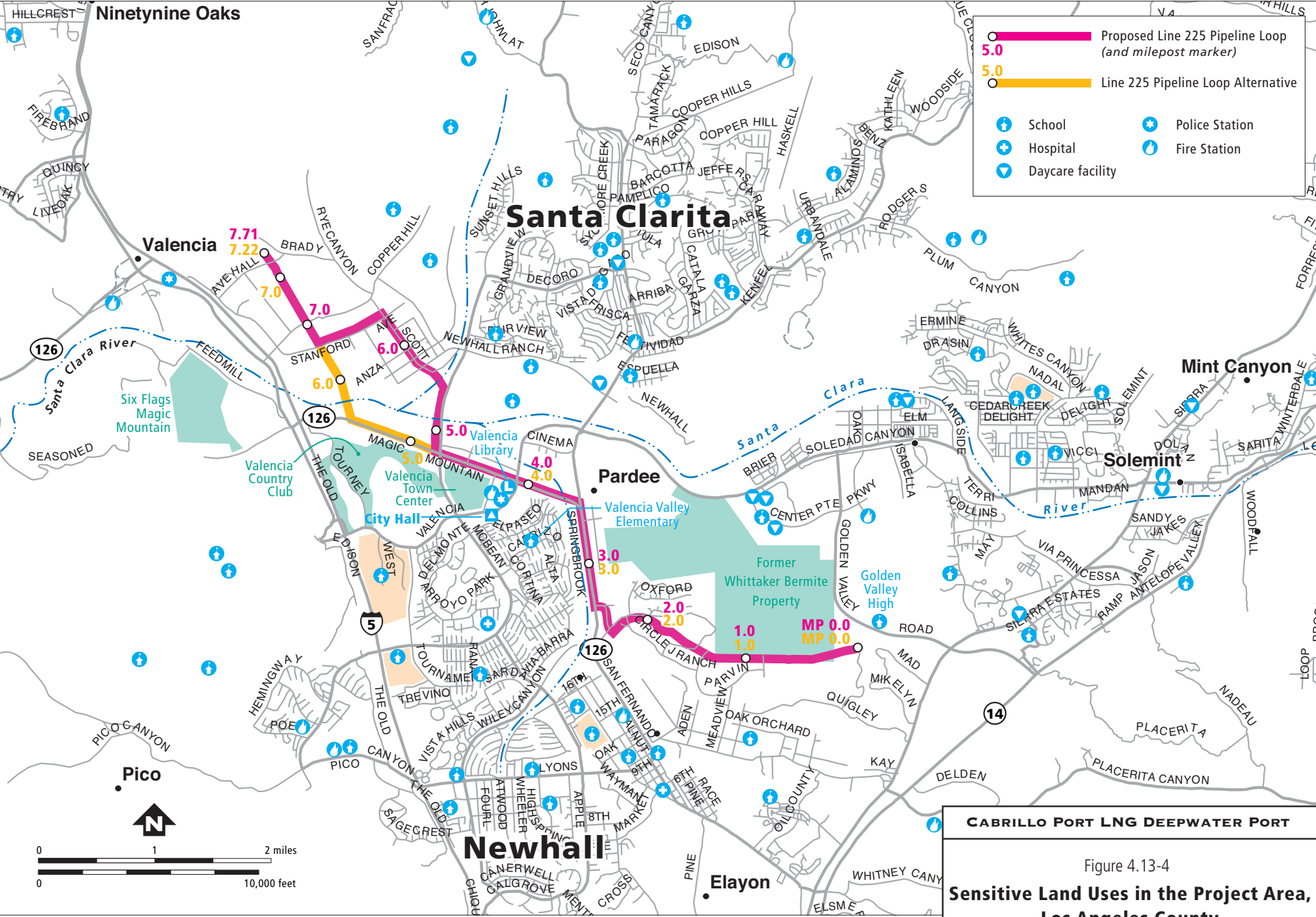
#### *City of Santa Clarita General Plan*

In 2000, Los Angeles County and the City of Santa Clarita determined that the Santa Clarita Valley should be planned and developed on a regional basis, using a consistent set of guiding principles, goals, policies, and development standards. To this end, the two agencies joined together to create a joint general plan named One Valley One Vision. The effort started in 2000 and is expected to continue through 2005. Guiding principles include the following:

- The Santa Clarita Valley shall contain a diversity of land uses that support the needs of current and future residents, including housing, schools, libraries, parks, retail, business and industry, civic institutions, medical and social services, cultural, entertainment, open space, and comparable uses.
- Development shall be located and designed to protect oak, sycamore, and other significant indigenous woodlands.

The City of Santa Clarita General Plan includes the following goals and policies:

- The preservation of undeveloped natural and cultural resources in and around the environs of the city;
- The preservation and maintenance of the existing character of the individual communities that comprise the planning area; and
- The attainment of a balance between land use, circulation, and other infrastructure items.



**CABRILLO PORT LNG DEEPWATER PORT**

Figure 4.13-4

**Sensitive Land Uses in the Project Area, Los Angeles County**



1 Land use designations affecting the Line 225 Pipeline Loop are summarized in Table  
2 4.13-5 and are depicted in Figure 4.13-5.

**Table 4.13-5 Line 225 Pipeline Loop Land Use Designations**

Milepost Range (approximate)	Jurisdiction	Land Use Designations
0.0 – 1.8	City of Santa Clarita	Residential Estate; Mineral/Oil Conservation Area Overlay
1.8 – 2.5	City of Santa Clarita	Low and Medium Density Residential
2.5 – 3.5	City of Santa Clarita	Industrial
3.5 – 4.8	City of Santa Clarita	Commercial Town Center; Valley Center Concept overlay; Significant Ecological Area overlay
4.8 – 7.4	City of Santa Clarita	Business Park
7.4 – 7.7	City of Santa Clarita	Open Space

Source: Entrix 2004.

3 No permits would be required from the City Planning Department for construction of the  
4 proposed pipeline except as required under the Oak Tree Preservation Ordinance. The  
5 purpose of this City of Santa Clarita Ordinance 89-10 is to “protect and preserve oak  
6 trees in the City and to provide regulatory measures designed to accomplish this  
7 purpose.” An Oak Tree Permit would be required for any removal of oak trees during  
8 construction of the proposed pipeline (Hardy 2004).

#### 9 **4.13.2 Regulatory Setting**

10 As discussed in Section 1.1, “Background Information,” the U.S. Maritime Administration  
11 (MARAD) is responsible for authorizing and regulating the location, ownership,  
12 construction and operation of deepwater ports in waters beyond the State’s seaward  
13 boundary, and the U.S. Coast Guard (USCG) and MARAD are responsible for  
14 processing DWP applications. The California State Lands Commission (CSLC) must  
15 consider whether or not to grant a lease of State lands for the subsea pipelines.

16 The USCG, MARAD, and the CSLC are required to consider the whole of the Project  
17 (offshore and onshore) in this document. The California Coastal Commission (CCC)  
18 retains original jurisdiction (CDP authority) over the portion of the proposed Project in  
19 State waters and has consistency review authority, under the Federal CZMA, to  
20 evaluate the proposed Project for conformity with the policies of the California Coastal  
21 Act (Public Resources Code § 30000 et seq.).

22 The City of Oxnard, through its certified Local Coastal Program (LCP), has coastal  
23 permitting authority for Project components located onshore within the coastal zone.  
24 The Oxnard General Plan defines the Coastal Zone as an area that generally extends  
25 1,000 yards landward of the mean high tide line. As discussed in the 2020 General  
26 Plan, land uses in the Coastal Zone are governed by a separate Coastal Land Use Plan  
27 and zoning regulations, which were adopted by the City of Oxnard pursuant to the  
28 California Coastal Act and certified by the CCC. The local government’s action on this  
29 Project may be appealed to the CCC. It is anticipated that the Project would be covered

by SoCalGas' existing franchise agreement with the City, and therefore local land use permits would not be required.

Ventura County has indicated that pipelines constructed in an agricultural (40-acre [16.2 ha]) zone require a Planning Director-approved CUP if they are constructed outside of an existing ROW such as a road. A CUP may also be required for the expansion of the Center Road valve station. These permits only apply if the project is not covered by SoCalGas' existing franchise agreement with the County.

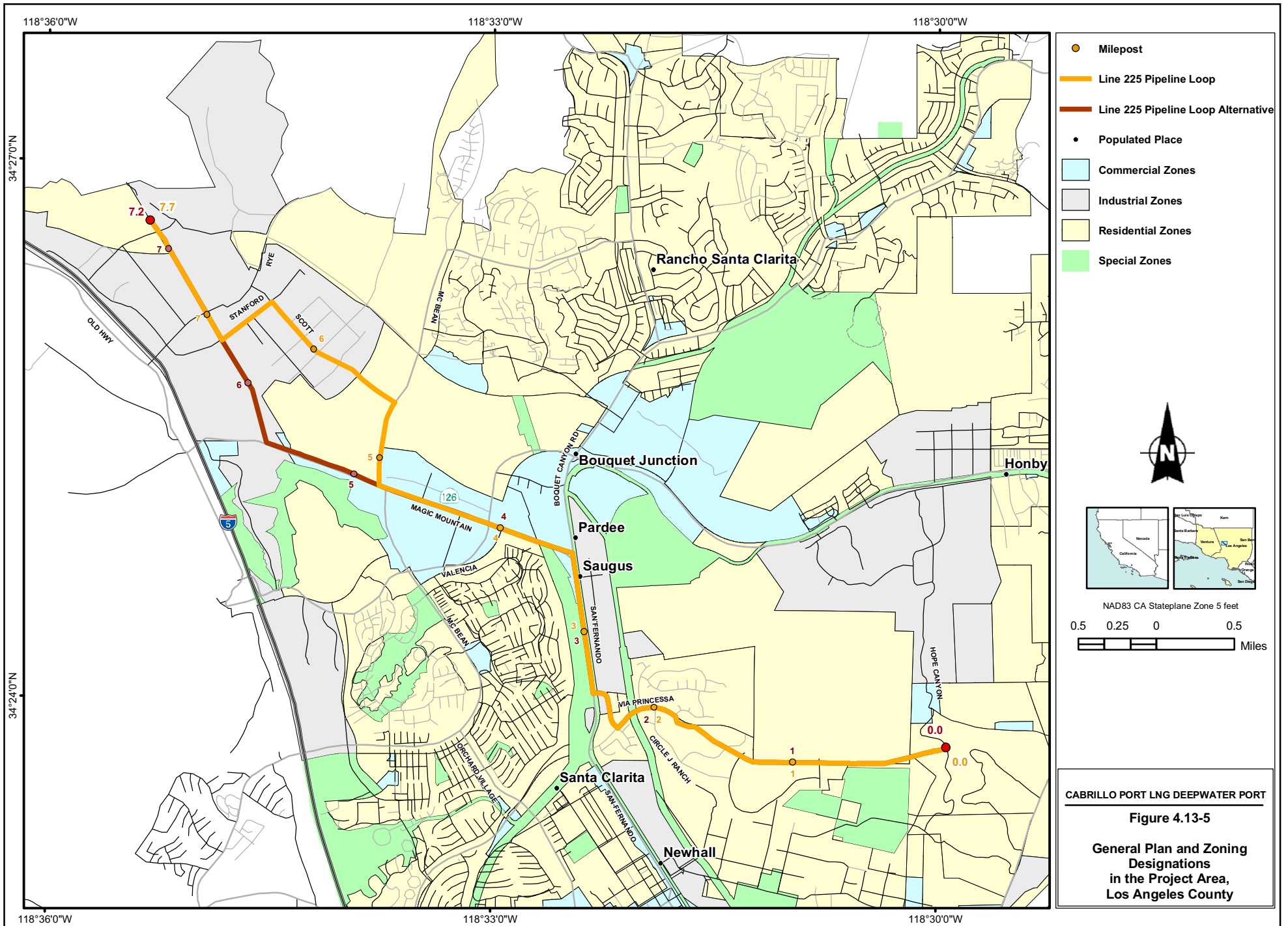
As previously stated, no permits would be required from the City of Santa Clarita Planning Department for construction of the proposed pipeline except as required under the Oak Tree Preservation Ordinance. It is anticipated that the Project would be covered by SoCalGas' existing franchise agreement with the City and therefore local land use permits would not be required. The franchise agreement is discussed in more detail in the following subsection.

#### **4.13.2.1 Regulations, Plans, and Policies**

Major Federal, State, and local laws and regulations relating to land use are identified in Table 4.13-6.

Consistency with local land use plans must be viewed within the context of the existing franchise agreements that Ventura County and the Cities of Oxnard and Santa Clarita have with SoCalGas. These franchise agreements grant the right, privilege, and franchise for SoCalGas to lay and use pipelines and appurtenances for transmitting and distributing natural gas for any and all purposes under, along, across, or upon public streets and other ROWs. The power that local communities have, and thus the use of these franchise tools, is regulated through State law and is overseen by the CPUC. Federal or State law may dictate who must have access to ROWs, but under what condition this occupancy occurs is under local control. The franchise agreement serves as the device to set these conditions.

Franchise agreements are applicable to ROW occupants that provide services to a local community. Each franchise agreement is a contractual obligation that outlines the rules, rights, and fees associated with using public property for private purposes, and it includes and is in lieu of any existing or future local requirement to obtain a license or permit to, for example, lay and operate natural gas pipelines within a local government's boundaries. Franchise tax revenue is derived from a fee paid to the local government from a franchisee for "rental" or "toll" for the use of streets and other ROWs. In consideration of the cost incurred to construct, install, operate, or provide services using facilities in the public ROWs, franchisees pay a fee expressed as a percentage of gross revenues. The franchise agreement specifies the fee to be paid and the gross revenues to be included in the fee calculation.





**Table 4.13-6 Major Laws, Regulatory Requirements, and Plans for Land Use**

Law/Regulation/Plan/ Agency	Key Elements and Thresholds; Applicable Permits
<b>Federal</b>	
Deepwater Port Permit - <i>USCG and MARAD</i>	<ul style="list-style-type: none"> <li>The Deepwater Port Act (DWPA) of 1974, as amended, establishes a licensing system for ownership, construction, and operation of DWP facilities. Under the DWPA, the Secretary of Transportation has the authority to issue a license, or license with conditions, for a DWP facility, which consists of the offshore terminal and the offshore pipeline to the mean high water tide line onshore. The Secretary has delegated the processing of DWP applications to the USCG and MARAD.</li> </ul>
Coastal Zone Management Act - <i>National Ocean and Atmospheric Administration (NOAA)</i>	<ul style="list-style-type: none"> <li>Preserves, protects, restores, or enhances the resources of the nation's coastal zone for this and succeeding generations to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone, giving full consideration to ecological, cultural, historic, and aesthetic values as well as the need for compatible economic development.</li> </ul>
National Marine Sanctuaries Act (16 United States Code (USC) 1431 et. seq., as amended by Public Law 104-283) - <i>NOAA</i>	<ul style="list-style-type: none"> <li>This act identifies and designates as national marine sanctuaries areas of the marine environment that are of special national significance and manages these areas as the National Marine Sanctuary System. It authorizes comprehensive and coordinated conservation and management of these marine areas and activities affecting them in a manner that complements existing regulatory authorities and maintains the natural biological communities in the national marine sanctuaries, and protects and, where appropriate, restores and enhances natural habitats, populations, and ecological processes.</li> <li>In 1980, a 1,252 square-NM portion of the Santa Barbara Channel was given a special protected status with the designation of the Channel Islands National Marine Sanctuary. It encompasses the waters that surround Anacapa, Santa Cruz, Santa Rosa, San Miguel, and Santa Barbara Islands, extending from the mean high tide line to 6 NM offshore around each of the five islands. The Sanctuary's primary goal is the protection of the natural and cultural resources contained within its boundaries. The Sanctuary is intended to be an area of multiple uses, and various recreational, research, and commercial uses are permitted.</li> </ul>
<b>State</b>	
California State Lands Lease, California Public Resources Code §§ 6001 et seq. - <i>CSLC</i>	<ul style="list-style-type: none"> <li>Authority and responsibility to manage and protect natural and cultural resources of the State's ungranted tide and submerged lands.</li> <li>The CSLC must consider whether or not to grant a lease of State lands for the offshore pipelines.</li> </ul>

**Table 4.13-6 Major Laws, Regulatory Requirements, and Plans for Land Use**

<b>Law/Regulation/Plan/ Agency</b>	<b>Key Elements and Thresholds; Applicable Permits</b>
<p>The California Coastal Act of 1976, as amended (Public Resources Code § 30000 et seq). - CCC</p>	<ul style="list-style-type: none"> <li>• Adopted to protect and enhance Coastal Zone resources, to ensure balanced utilization of those resources, and to maximize access to the shoreline.</li> <li>• The California Coastal Act of 1976 and amendments set forth a permanent coastal management program in California and provide the enabling legislation for the LCP.</li> <li>• Articles 2 through 7 of the California Coastal Act address the requirements of a coastal consistency certification. Articles 5, 6, and 7 relate to land use.</li> <li>• The Project would require a consistency certification to the CCC. See Section 4.13.2.2, "Consistency with Major Regional and Local Plans."</li> <li>• Ventura County's LCP was certified in 1982, and the City of Oxnard's LCP was certified in 1985.</li> </ul>
<p>California State Coastal Conservancy</p>	<ul style="list-style-type: none"> <li>• The California State Coastal Conservancy, established in 1976, is a State agency that uses entrepreneurial techniques to purchase, protect, restore, and enhance coastal resources and to provide access to the shore. The agency works in partnership with local governments, other public agencies, nonprofit organizations, and private landowners.</li> <li>• The Coastal Conservancy is in the planning and environmental analysis stages of the wetland restoration effort at Ormond Beach.</li> <li>• The agency has assisted the Nature Conservancy in purchasing wetlands areas at Ormond Beach.</li> </ul>
<b>Local</b>	
<p>General Plan and Zoning Ordinance - <i>Ventura County</i></p>	<ul style="list-style-type: none"> <li>• Ventura County Non-Coastal Zoning Ordinance, section 8107-5, Oil and Gas Exploration and Production, pertains to the drilling, extraction and transportation of subterranean fossil gas and petroleum and necessary attendant uses and structures, but excludes refining, processing, or manufacturing thereof. Section 8107-5 indicates that no oil or gas exploration or production-related use may commence without or be inconsistent with a CUP approved pursuant to the Chapter.</li> <li>• The Project is found to be consistent with the County's General Plan and Zoning regulations. The County has indicated that pipelines constructed in an agricultural (40-acre [16.2 ha]) zone require a Planning Director-approved CUP if they are constructed outside of an existing ROW such as a road (Section 8105-4). A CUP may also be required for the expansion of the Center Road valve station.</li> <li>• The County has previously granted SoCalGas a franchise tax agreement allowing them the right to lay gas pipelines within public ROWs without a permit under certain provisions. If the provisions were met, a CUP would not be required (Rodriguez 2004).</li> </ul>
<p>Local Coastal Plan - <i>Ventura County</i></p>	<ul style="list-style-type: none"> <li>• The Project is consistent with the County's General Plan and Zoning regulations. The Coastal Area Plan and the County's Zoning Ordinance for the Coastal Zone together constitute the LCP required for the unincorporated portions of the Coastal Zone by the California Coastal Act of 1976. The LCP specifically applies to development undertaken and proposed to be undertaken in the unincorporated portions of the Coastal Zone of Ventura County.</li> </ul>

**Table 4.13-6 Major Laws, Regulatory Requirements, and Plans for Land Use**

<b>Law/Regulation/Plan/ Agency</b>	<b>Key Elements and Thresholds; Applicable Permits</b>
General Plan and Zoning Ordinance - <i>City of Oxnard</i>	<ul style="list-style-type: none"> <li>The Project is consistent with the County's General Plan and zoning regulations.</li> <li>SoCalGas has been granted a franchise agreement by the City of Oxnard allowing it the right to lay gas pipelines within public ROWs.</li> </ul>
Coastal Land Use Plan - <i>City of Oxnard Local Coastal Program</i>	<ul style="list-style-type: none"> <li>The Oxnard Coastal Land Use Plan governs land uses in the Ormond Beach Coastal Zone area. From approximately MP 0.0 to MP 0.2, the proposed Project route is located within this zone. The plan encourages industrial and recreational uses while protecting beaches and wetlands. Part of the area is designated specifically for energy.</li> <li>The proposed Project is consistent with the City's Coastal Land Use Plan and would not require a separate permit.</li> </ul>
General Plan and Zoning Ordinance - <i>City of Santa Clarita</i>	<ul style="list-style-type: none"> <li>The Project is consistent with the City's General Plan and Zoning regulations. No permits would be required from the City Planning Department for construction of the proposed pipeline except as required under the Oak Tree Preservation Ordinance. The purpose of this City of Santa Clarita Ordinance 89-10 is to "protect and preserve oak trees in the City and to provide regulatory measures designed to accomplish this purpose."</li> <li>An Oak Tree Permit would be required for any removal of oak trees during construction of the proposed pipeline (Hardy 2004).</li> <li>SoCalGas has been granted a franchise agreement allowing it the right to lay gas pipelines within public ROWs.</li> </ul>

1 Natural gas pipelines are subject to safety requirements imposed by both Federal and  
2 State agencies. Natural gas transmission lines located near sensitive sites, e.g.,  
3 schools, nursing homes, hospitals, or in more densely populated areas are also subject  
4 to increased safety requirements specified in 49 CFR 192, Subpart O, compared to  
5 pipelines in more rural areas. This regulation, which implements the Pipeline Safety  
6 Improvement Act of 2003 (H.R. 6. Title VII, Subtitle C: Pipeline Safety – Parts I and II)  
7 requires implementation of additional safety measures near sensitive sites. The entire  
8 length of the onshore pipelines would be constructed to meet the more stringent safety  
9 standards of Class 3. Pipeline area classifications are defined in Table 4.2-15, "Pipeline  
10 Location Class Definitions" in Section 4.2, "Public Safety."

#### 11 **4.13.2.2 Consistency with Major Regional and Local Plans**

12 This section discusses the consistency of the Project with relevant major plans and  
13 policies of various local and regional government bodies. Plans are also discussed in  
14 other resource sections of this document.

#### 15 **Clean Air Act (CAA) – State Implementation Plan (SIP)**

16 The Applicant has applied for a pre-construction permit for air pollutant emissions  
17 originating from operations of the FSRU. The pre-construction permit application,

initially prepared under Prevention of Significant Deterioration (PSD) regulations and submitted to the U.S. Environmental Protection Agency (USEPA) in December 2003, was revised as a Minor New Source Review construction permit application and resubmitted to the USEPA in December 2005. The revised permit would comply with Ventura County Air Pollution Control District Rule 10, which requires an Authority to Construct permit for any new, modified, relocated, or replacement emissions unit at a stationary source.

The Applicant has committed to using engines for onshore construction equipment that would comply with USEPA's more stringent Tier 2, 3, or 4 emission standards. As a result, construction emissions would be reduced, and the revised General Conformity analysis has concluded that all applicable Project emissions would be less than de minimis thresholds in both Ventura and Los Angeles Counties. Therefore, MARAD and the USCG have determined that the General Conformity Rule no longer applies and a General Conformity Determination is not required (see Section 4.6.4 and Appendix G).

### **Channel Islands National Marine Sanctuary Management Plan**

The CINMS DMP/DEIS, previously described, defers the potential modification of sanctuary boundaries until more studies can be completed within the bioregion, but does provide six potential new boundaries for the sanctuary. The CINMS DMP/DEIS was issued in May 2006. Further analysis is underway and a supplemental EIS will be completed no sooner than 2007, which will specifically evaluate the potential boundary change. While the potential siting of the FSRU and pipelines would not preclude the sanctuary from including this area within new boundaries, they would be taken into consideration by CINMS when making final decisions regarding the sanctuary boundaries (Mobley 2004). The CINMS DMP/DEIS recognizes the Cabrillo Port DWP Project as a proposed project that is outside the existing boundary of the CINMS, and it discusses the Project's potential impacts on the CINMS, including cumulative impacts (U.S. Department of Commerce 2006).

The Cabrillo Port FSRU would be located to the west and within the most expansive of the CINMS working boundary concepts. The DMP/DEIS does not propose a sanctuary boundary expansion and does not change any of the current major management strategies.

### **Coastal Zone Management Act/California Coastal Management Plan**

Article 2 – Public Access. Section 30211 states that development shall not restrict public access to the sea.

Article 3 – Recreation. Section 30221 states that recreational use shall have priority on suitable oceanfront land. Section 30222 states that on private lands coastal-dependent industry shall have priority.

Article 4 – Marine Environment. This article is intended to protect marine resources and states that marine resources shall be maintained, enhanced, and, where feasible, restored.

Article 5 – Land Resources. This article provides for protection of environmentally sensitive areas, prime agricultural land, and archaeological and paleontological resources.

Article 6 – Development. Section 30250 encourages new development adjacent to or in proximity to existing developed areas within the coastal zone. Section 30255 states that coastal-dependent development shall have priority over other development on or near the shoreline.

Article 7 – Industrial Development. Section 30260 encourages the development of coastal-dependent industrial facilities within or adjacent to existing sites.

The CZMA states that no Federal license that affects the coastal zone can be issued until the CCC concurs with a consistency certification prepared by the Applicant (CZMA § 307(c)(3)(A); 15 Code of Federal Regulations [CFR] §§ 930.53(d) and 930.54(d)). The Applicant has initiated the consistency determination by submitting draft information in October 2006. Discussions are currently being held between the Applicant and CCC staff regarding the level of additional information and timing of the request for consistency. Because a consistency certification must include detailed information regarding the Project's effects on coastal resources, the CCC has asked that the consistency certification for this Project be reviewed once the Final EIS/EIR is completed. The CCC staff is monitoring the progress of this Project and consulting with the lead agencies and the Applicant on technical studies to facilitate their review.

#### **Water Quality Control Plan for Ocean Waters of California**

The State Water Resources Control Board (SWRCB) prepared and adopted the California Ocean Plan, which protects beneficial uses of ocean waters within the State jurisdiction, and controls discharges. It incorporates the State water quality standards that apply to all National Pollutant Discharge Elimination System (NPDES) permits into the Section 401 Water Quality Certification.

The Ocean Plan also authorizes the SWRCB to designate areas of special biological significance and requires wastes to be discharged at a sufficient distance from these areas to protect the water quality. These areas include parts of Santa Catalina Island, Santa Barbara and Anacapa Islands, San Nicolas Island and Begg Rock, and Latigo Point to Laguna Point (SWRCB 2001).

This Project would be consistent with the objectives of the Water Quality Control Plan, and the Applicant would be required to obtain an NPDES permit for discharges of treated water from the FSRU.

### 4.13.3 Significance Criteria

Land use impacts are considered significant if the Project:

- Changes the existing or planned use of a piece of property in conflict with zoning or plans;
- Disrupts the use of adjacent properties, as defined by plan policies;
- Conflicts with existing land uses, local or regional zoning regulations, or plan policies;
- Divides a piece of property or an area made up of similar or dependent land uses;
- Conflicts with approved residential or commercial development plans;
- Displaces or causes long-term restriction of access to a business or residence; or
- Allows access to previously inaccessible natural or environmentally sensitive areas.

The significance criteria above are addressed in the impact analysis and were used to develop appropriate mitigation measures to avoid, reduce, or minimize impacts. The Applicant has also designed the Project and incorporated measures to avoid causing the potential for certain impacts. The following significance criteria are not applicable to the Project and are not analyzed further:

- The Project would not conflict with existing land uses, local or regional zoning regulations, or plan policies. Approximately 90 percent of the lands adjoining the proposed Center Road Pipeline route are in agricultural use, not all of which is prime farmland (see Table 4.5-5 in Section 4.5 “Agriculture and Soils” for information on prime farmland soils and farmland soils of statewide importance). However, residential and commercial areas would also be traversed. The proposed Center Road Pipeline would traverse areas designated for residential use between MP 1.30 and 3.87. Additionally, the proposed Center Road Pipeline would traverse business areas between MP 7.76 to 7.93 and MP 8.63 to 9.40. No cultivated agricultural lands are associated with the Line 225 Pipeline Loop or its alternative. The proposed Line 225 Loop Pipeline would traverse residential areas between MP 0.73 to 1.00; 1.69 to 2.52; 3.72 to 4.05; and 5.21 to 5.55. The Line 225 Loop Pipeline would traverse business areas between MP 2.52 to 3.66; 3.72 to 5.11; and 5.66 to 6.77.

In these residential and business areas, and in accordance with the franchise agreement, the ROW would be located in existing streets where permanent structures are already prohibited and therefore the installation of the pipeline would not result in incompatible land uses. In other areas, the ROW is in existing pipeline or utility corridors, or in easements through agricultural areas. This would not result in incompatible land uses.

- The Project would not divide a piece of property or an area made up of similar or dependent land uses.
- The Project would not conflict with approved residential or commercial development plans; or displace or cause long-term restriction of access to a businesses or residences. The Project would be located mainly in existing ROWs or along agricultural land. Short-term (construction period) access impacts on adjacent properties are discussed below under Impact LU-2. As discussed in Section 4.13.2 under “Potential Future School Sites,” although the Ormond Beach Specific Plan has not yet been approved, representatives of several school districts have raised concerns that the proposed Center Road Pipeline could impair their ability to acquire future school sites near the pipeline.

The Applicant has incorporated the following Applicant measure into the Project:

**AM LU-1. Construction of Center Road Pipeline in Future ROW Along McWane Boulevard if McWane Boulevard is Approved and Constructed Prior to the Construction of the Center Road Pipeline.** The Draft Ormond Beach Specific Plan in the City of Oxnard identifies McWane Boulevard as a future east-west public street that may be located south of Hueneme Road. In the event that McWane Boulevard is approved and constructed prior to the construction of the Center Road Pipeline, the Applicant shall locate the Center Road Pipeline within the ROW for McWane Boulevard. The pipeline shall run north from the metering station at Ormond Beach, turn east along McWane Boulevard to Arnold Road, turn north along Arnold Road to Hueneme Road, and turn east along Hueneme Road to resume the proposed alignment of the Center Road Pipeline (see Figure 4.13-6 at the end of this section for the location of the McWane Boulevard reroute and boundaries of the Ormond Beach Specific Plan).

If McWane Boulevard is incorporated in the Ormond Beach Specific Plan as proposed, the impacts related to its construction will be addressed in the Plan's EIR. The impacts on land use along Arnold Road have been analyzed in the Arnold Road Pipeline Alternative (see Section 4.13.5.4). While this Applicant measure would address concerns regarding the location of an elementary school in this area, it would not resolve potential conflicts related to a potential future high school site.

The Center Road Pipeline is proposed to be installed in the Edison Road ROW as allowed by the franchise agreement between SoCalGas and the City of Oxnard. The California Coastal Conservancy proposes to acquire for wetland restoration additional land that is currently within the Ormond Beach Specific Plan Area. The restoration plan would potentially include the creation of a lagoon around the Reliant Energy Ormond Beach Station by restoring water flow. Implementation of this plan would require that the pipeline be installed at a depth of about 20 feet (6.1 m). However, because the restoration plan is not approved, the Conservancy does not own the property, and the

franchise agreement allows the placement of pipelines within existing road ROWs, there would be no impact at the present time.

The Project would not require new roads or trails to be developed and therefore would not allow new access to previously inaccessible natural or environmentally sensitive areas. The proposed Project would not affect access to Ormond Beach or to the Ormond Beach wetlands, which are adjacent to the proposed shoreline crossing location at the Reliant Energy Ormond Generating Station. The CCC has asked that the consistency certification for this Project be submitted for review once the Final EIS/EIR is completed.

#### **4.13.4 Impact Analysis and Mitigation**

This section addresses potential impacts associated with changes in land use, such as conflicts with regulations and policies, changes in land use, and compatibility of the proposed Project with existing land uses. Applicant-proposed measures (AM) and agency-recommended mitigation measures (MM) are defined in Section 4.1.5, "Applicant Measures and Mitigation Measures." Mitigation measures for other topical areas such as agriculture (AGR) and public safety (PS) also apply to the identified land use (LU) impacts as discussed below.

#### **Impact LU-1: Changes in Existing Land Use**

##### ***Implementation of the Project would change an existing land use (CEQA Class III; NEPA moderate or major adverse, long-term)***

Onshore, the pipeline would be installed within the Reliant Energy Ormond Beach Generating Station, in existing ROWs or new easements, and on SoCalGas property. The installation of the pipeline in these areas would not require a change in the existing land use. The one exception is the expansion of the Center Road Valve Station, where less than 1 acre (0.4 ha) of an existing orchard would be acquired and used for the expansion (see Section 4.5, "Agriculture and Soils").

Properties would be encumbered by new permanent ROW easements. The easements would prohibit certain types of uses such as the construction of any aboveground structures (including house additions, garages, patios, pools, or any other object that cannot easily be removed), leach fields, or the planting and cultivating of trees or orchards. Generally, the easements would be located along the edge of the parcels and the Applicant would compensate landowners for use of these easements.

**AM AGR-1a. Compensation for Temporary and Permanent Loss of Agricultural Land, Crop Loss, Future Loss of Production, and Other Negative Impacts** would apply here (see Section 4.5, "Agriculture and Soils").

This mitigation in the form of compensation will reduce the burden on the local land owners as detailed in Section 4.5 and will ensure that the impact from the conversion of a small amount of agriculture is reduced below its significance criteria.

## Impact LU-2: Disruption to Adjacent Properties

***Construction may cause temporary disturbances or nuisances to nearby residents and businesses or to special land uses (CEQA Class II; NEPA minor adverse, short-term).***

The pipelines and facilities would be installed within the Reliant Energy Ormond Beach Generating Station, in existing utility or pipeline ROWs, in existing roads, or in easements through agricultural or rural areas. The pipelines would traverse light industrial, commercial/business, residential, and agricultural land use areas. The pipeline would not directly traverse special land uses such as schools, hospitals, or fire stations, but would be in the vicinity of these facilities.

Construction nuisances include noise, light, dust, and traffic delays. The perceived impact of such nuisances vary, depending on factors such as land uses, the proximity of construction, width of roads, and existing traffic levels.

Construction in industrial areas would not result in substantial temporary nuisances, mainly because these areas typically incur some level of noise and dust and traffic inconveniences on a regular basis. Additionally, roads are wider in these areas and there is less through traffic, and therefore the presence of the construction activities would be less appreciable.

Construction in business or residential areas would mainly occur in existing road ROWs. However, in these areas, the impacts of construction are likely the most noticeable. Although installation of the onshore pipelines could cause some inconvenience to some business and residences along the route, the contractor would provide temporary access at all times during construction. In addition, there would be no long-term restriction of access to a business or residence. (See Section 4.17, "Transportation," for discussions relating to traffic and access to commercial areas.)

In agricultural areas, landowners may consider construction and the necessary inspection and maintenance activities to be a nuisance. Because the landowners would be compensated and the size of the property is small, this impact is considered adverse but less than significant. Additionally, the ROW would remain in agricultural use after construction.

The Applicant has incorporated the following measures into the proposed Project:

**AM LU-2a. Minimize Disruption for Residences, Businesses, and Special Land Uses in or near the Construction Area.** The Applicant or its designated representative would minimize disruption in residential and business areas during construction by:

- Restricting construction activities to 7 a.m. to 7 p.m. or per time restrictions specified in local road encroachment permits.

- Installing temporary safety fencing to exclude pedestrians/residents from the construction area.
- Avoiding the removal of trees outside of the construction easement.
- Working with the City of Santa Clarita to refine the segment of pipeline route in the Quigley Canyon area (MP 0.0 to 1.75) to minimize impacts on permitted/planned residential properties.
- Placing metal plates over open trenches at the edge of the construction work area adjacent to residences and businesses and at intersections to allow access to adjacent land uses.
- Minimizing the length of time that the trench is left open.
- Planning construction staging activities around special cultural events, such as the Oxnard Strawberry Festival.

**AM LU-2b.**

**Reduce Disruption for Residences Within 25 Feet (7.6 m) of the Construction Work Area.** The Applicant or its designated representative would further reduce disruption in residential areas during construction by:

- Leaving mature trees and landscaping within the edge of the construction work area unless necessary for safe operations of construction equipment.
- Installing a safety fence at the edge of the construction work area adjacent to the residence for a distance of 100 feet (30.5 m) on either side of the residence to ensure that construction equipment and materials, including spoil piles, remain within the construction work area.
- Limiting the construction ROW to 50 feet (50.2 m) when constructing in (non-franchise [i.e., non-public road]) residential areas, where feasible.
- Maintaining a minimum of 25 feet (7.6 m) between the residence and the construction work area, wherever possible.

**AM AIR-2a.**

**Fugitive Dust Controls** would be implemented (see Section 4.6, "Air Quality").

Mitigation Measures for Impact LU-2: Disruption to Adjacent Properties

**MM LU-2c.**

**Coordinate with Other Utilities.** Before construction, coordinate with other utility service providers to ensure conflicts with other maintenance or construction activities are minimized during construction.

**MM NOI-6a. Post Signs** would apply here (see Section 4.14, “Noise and Vibration”).

**MM NOI-6b. Equipment Location** would apply here (see Section 4.14, “Noise and Vibration”).

**MM TRANS-1a. Traffic Control Plans** would apply here (see Section 4.17, “Transportation”).

While disruptions to adjacent properties during construction would be an adverse Project impact, these mitigation measures would reduce further or eliminate temporary nuisances by coordinating utilities, posting signs, requiring that construction be maintained at least 25 feet (7.6 m) from nearby residents or businesses, wherever possible, and by implementing a local traffic control plan, each of which is discussed in the above cited sections.

Table 4.13-7 summarizes the land use impacts and mitigation measures.

**Table 4.13-7 Summary of Land Use Impacts and Mitigation Measures**

Impact	Mitigation Measure(s)
None.	<b>AM LU-1. Construction of Center Road Pipeline in Future ROW Along McWane Boulevard if McWane Boulevard is Approved and Constructed Prior to the Construction of the Center Road Pipeline.</b> The Draft Ormond Beach Specific Plan in the City of Oxnard identifies McWane Boulevard as a future east-west public street that may be located south of Hueneme Road. In the event that McWane Boulevard is approved and constructed prior to the construction of the Center Road Pipeline, the Applicant shall locate the Center Road Pipeline within the ROW for McWane Boulevard. The pipeline shall run north from the metering station at Ormond Beach, turn east along McWane Boulevard to Arnold Road, turn north along Arnold Road to Hueneme Road, and turn east along Hueneme Road to resume the proposed alignment of the Center Road Pipeline.
<b>Impact LU-1: <i>Changes in Existing Land Use</i></b> Implementation of the Project would change an existing land use (CEQA Class III; NEPA moderate or major adverse, long-term)	<b>AM AGR-1a. Compensation for Temporary and Permanent Loss of Agricultural Land, Crop Loss, Future Loss of Production, and Other Negative Impacts</b> (see Section 4.5, “Agriculture and Soils”).
<b>Impact LU-2: <i>Disruption to Adjacent Properties</i></b> Construction may cause temporary disturbances or nuisances to nearby residents and businesses or to special land uses (CEQA Class II; NEPA minor adverse, short-term).	<b>AM LU-2a. Minimize Disruption for Residences, Businesses, and Special Land Uses in or near the Construction Area.</b> The Applicant or its designated representative would minimize disruption in residential and business areas during construction. <b>AM LU-2b. Reduce Disruption for Residences Within 25 Feet (7.6 m) of the Construction Work</b>

**Table 4.13-7 Summary of Land Use Impacts and Mitigation Measures**

Impact	Mitigation Measure(s)
	<p><b>Area.</b> The Applicant or its designated representative would further reduce disruption in residential areas during construction.</p> <p><b>AM AIR-2a. Fugitive Dust Controls</b> (see Section 4.6, "Air Quality").</p> <p><b>MM LU-2c. Coordinate with Other Utilities.</b> Before construction, coordinate with other utility service providers to ensure conflicts with other maintenance or construction activities are minimized during construction.</p> <p><b>MM NOI-6a. Post Signs</b> (see Section 4.14, "Noise and Vibration").</p> <p><b>MM NOI-6b. Equipment Location</b> (see Section 4.14, "Noise and Vibration").</p> <p><b>MM TRANS-1a. Traffic Control Plans</b> (see Section 4.17, "Transportation").</p>

## 4.13.5 Alternatives

### 4.13.5.1 No Action Alternative

As explained in greater detail in Section 3.4.1, under the No Action Alternative, MARAD would deny the license for the Cabrillo Port Project, the Governor of California would disapprove the Project under the provisions of the DWPA, or the CSLC would deny the application for the proposed lease of State tide and submerged lands for a pipeline right-of-way. Any of these actions or disapproval by any other permitting agency could result in the Project not proceeding. The No Action Alternative means that the Project would not go forward and the FSRU, associated subsea pipelines, and onshore pipelines and related facilities would not be installed. Accordingly, none of the potential impacts on land uses identified for the construction and operation of the proposed Project would occur.

Specifically, potential impacts that would not occur if the No Action Alternative is implemented include the following:

- Changes in an existing land use; and
- Temporary disturbance or nuisances to nearby residences or sensitive land uses.

Since the proposed Project is privately funded, it is unknown whether the Applicant would proceed with another energy project in California; however, should the No Action Alternative be selected, the energy needs identified in Section 1.2, "Project Purpose, Need and Objectives," would likely be addressed through other means, such as through other LNG or natural gas-related pipeline projects. Such proposed projects may result in potential impacts on land uses similar in nature and magnitude to the proposed Project as well as impacts particular to the respective configurations and operations of each project; however, such impacts cannot be predicted with any certainty at this time.

#### 4.13.5.2 Alternative DWP Location – Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline

Land use impacts related to consistency with coastal zone management policies would be similar to the proposed Project. The subsea pipeline would cross one pipeline ROW and would be in the existing ROW extending from Platform Gilda to the Reliant Energy Mandalay Generating Station. The onshore pipeline would cross the shore at the Reliant Mandalay Generating Station. It would be routed up Harbor Boulevard through undeveloped and agricultural lands. The route would then follow Gonzales Road, which is developed with agricultural and residential uses, and would then follow the same route as Center Road Pipeline Alternative 1. There are several known and anticipated residential development projects anticipated near Gonzales Road, including 28 single family homes on Gonzales Boulevard southwest of Belmont Lane and Merion Way; a

36-unit condominium complex at 457 West Gonzales Boulevard; and a 340-unit apartment building at 2000 East Gonzales Boulevard.

Table 4.13-8 summarizes the existing land uses along the Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline Alternative and Table 4.13-9 summarizes the land use designations.

**Table 4.13-8 Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline Alternative Existing Land Uses**

Milepost Range (approximate)	Existing Land Use
0.00 – 0.62	Public utility/energy facility
0.62 – 1.50	Open space (wetland); agricultural
1.50 – 3.33	Agricultural
3.33 – 3.54	Residential (low-density, single-family); agricultural
3.54 – 3.81	Undeveloped residential; residential (low-density, single-family); school
3.81 – 4.09	Agricultural; residential (low-density, single-family); school
4.09 – 4.76	Residential (low-density, single-family); residential (medium-density, multiple-family); general commercial
4.76 – 5.25	General commercial; high-density apartments; commercial office; medium-density apartments; residential (low-density, single-family)
5.25 – 5.42	Attached housing (apartments/condos); general commercial; commercial office; low-density, single-family residential
5.42 – 5.88	General commercial; low-density, single-family residential; undeveloped (community reserve); medium-density, single-family residential; heavy manufacturing
5.88 – 6.60	Low-density, single-family residential; undeveloped lot (community reserve); high school; medium-density, single-family residential
6.60 – 7.20	Business and research park; medium-density, single-family residential; undeveloped residential parcel; hospital
7.20 – 7.35	U.S. 101/North Rose Avenue interchange
7.35 – 7.67	Auto center/undeveloped parcel
7.48 – 7.67	Auto center; low-density residential
7.67 – 7.77	Agriculture; low-density residential

**Table 4.13-8 Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline  
Alternative Existing Land Uses**

<b>Milepost Range (approximate)</b>	<b>Existing Land Use</b>
7.77 – 7.93	Elementary school; low-density residential
7.93 – 8.30	Agricultural; low-density residential
8.30 – 12.44	Agricultural; school at approximately MP 9.40
12.44 – 13.90	Agricultural; Saticoy Country Club
13.90 – 13.81	Agricultural
13.81 – 13.84	Valve station

Sources: Site visit, aerial photos 2004.

**Table 4.13-9 Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline  
Alternative Land Use Designations**

<b>Mileposts</b>	<b>Jurisdiction</b>	<b>Land Use Designations</b>
0.0 – 0.1	City of Oxnard	Public Utility/Energy
0.1 – 3.0	City of Oxnard; Ventura County	Agricultural (40-acre [16.2 ha] minimum)
3.0 – 4.3	City of Oxnard; Ventura County	Low Density Residential; School
4.3 – 4.5	City of Oxnard	High Density Residential; General Commercial
4.5 – 5.3	City of Oxnard	Low Density Residential; High Density Residential; Commercial;
5.3 – 5.9	City of Oxnard	Parks/Open Space; Low Density Residential; School; Office
5.9 – 7.0	City of Oxnard	Low to Medium Density Residential; Commercial; Business and Research Park
7.0 – 7.1	U.S. 101	U.S. 101
7.1 – 7.4	City of Oxnard	Retail Commercial; Auto Sales and Service
7.4 – 8.1	City of Oxnard	Low Density Residential; Agricultural (40-acre [16.2 ha] minimum)
8.1 – 9.0	Ventura County	Agricultural (40-acre [16.2 ha] minimum)
9.0 – 9.4	City of Oxnard	Rural; School
9.4 – 13.6	Ventura County	Agricultural (40-acre [16.2 ha] minimum)

Sources: City of Oxnard General Plan; Ventura County General Plan.

The Applicant or its designated representative would try to schedule pipeline construction to coincide with summer recess or other breaks in the school season. If feasible, the pipeline alignment would be placed on the opposite side of the street from any school to minimize traffic impacts in the event construction could not be coordinated with school breaks. Traffic control plans and work hours would be designed to accommodate dropping off and picking up children at appropriate times of the day. Construction in the vicinity of any school would be completed all at once and the roadway paved immediately to avoid returning to the location at a later date to complete the work, thereby minimizing disruption of traffic. Emergency access would be maintained at all times during construction for adjacent sensitive land uses such as fire stations and hospitals.

The impacts associated with this alternative are similar to those for the proposed Project. However, because this route would traverse more urban areas, impacts on

residences, schools, and local businesses could be more extensive than the proposed route.

Like Center Road Pipeline Alternative 1, this route would be within approximately 0.25 mile (0.4 km) of 13 churches, 12 schools, a day care facility, 6 shopping centers, and 1 hospital, as shown on Figure 4.13-2, above and listed below:

#### **Churches**

North Oxnard United Methodist	Breath of Life
Church of Jesus Christ	Channel Islands Vineyard
The Strawberry Patch	Santa Clara Chapel
First Presbyterian Church	Assembly of God Bethany Chapel of
St. John's Lutheran	Oxnard
Holy Trinity Eastern Orthodox Church	New Life Christian Ministries
Jesus is Lord Church	Seventh Day Adventist Church

#### **Schools**

Oxnard High School	Rio Del Valle Elementary
Richen Elementary School	Ramona Elementary
Marshall Elementary School	Rio Real Elementary
Pacifica High School	Rio Plaza Elementary
Rio Linda Elementary School	Puente High School
Brekke Elementary School	Mesa Union High School

#### **Day Care Facilities**

Ellen Day Care

#### **Shopping Centers**

Westminster Mall	The Esplanade Shopping Center
Walmart (Plaza del Norte Marketplace)	Rose Shopping Center
Oxnard Home Lifestyle Center	Carriage Square Shopping Center (planned)

#### **Hospitals**

St. Johns Regional Medical Center

Implementation of Applicant-proposed measures and mitigation measures as described for the proposed Project would reduce these impacts to a level below their significance criteria.

### **4.13.5.3 Alternative Onshore Pipeline Routes**

#### **Center Road Pipeline Alternative 1**

Center Road Pipeline Alternative 1 would traverse areas more urban in character than the proposed Project and Center Road Pipeline Alternative 2. The alignment would follow existing ROWs and public roads through low-, medium-, and high-density residential, industrial, commercial, and agricultural areas. The most populated parts of the alignment would be along Pleasant Valley Road and along Rice Avenue, Gonzales

Road, and Rose Avenue in the vicinity of U.S. 101. Along Pleasant Valley Road, Center Road Pipeline Alternative 1 would be directly adjacent to mobile home parks, medium- and high-density residential areas, and commercial areas and would be close to Oxnard Community College, three elementary schools (Fred Williams, Terra Vista, and Mar Vista Elementary Schools), Calvary Baptist Church, Morla Residential Care Home, and Ocean View Children's Center. North of Pleasant Valley Road this alternative would follow Rice Avenue through the Oxnard-Camarillo Greenbelt, a proposed school site, and industrial areas south of U.S. 101. Just south of U.S. 101, this alternative would be close to medical centers (Channel Islands Surgicenter, Neurosciences Institute, and St. John's Medical Center) and a daycare (Peppermint Junction). The route would then cross U.S. 101 through a general commercial area. North of U.S. 101, the alignment would traverse a low-density residential area and agricultural lands. Table 4.13-10 summarizes the existing land uses along the Center Road Pipeline Alternative 1.

North of U.S. 101, the pipeline would be close to schools (Rio Real Elementary, Rio Del Valle Junior High, and Rio Mesa High Schools), churches (Channel Islands Vineyard Church, Santa Clara Chapel, Assembly of God Church, and Iglesia Ni Cristo), and Big Mama's Daycare. As with the other alternates, this alternative route would pass within 100 feet (30.5 m) of Mesa Union School near the intersection of Santa Clara and La Vista Avenues.

**Table 4.13-10 Center Road Pipeline Alternative 1 Existing Land Uses**

<b>Milepost Range (approximate)</b>	<b>Existing Land Use</b>
0.00 – 0.28	Energy facility; transmission line ROW; State Coastal Conservancy land
0.28 – 1.82	Agricultural; transmission line ROW
1.82 – 2.14	Mobile home park/single-family residential
2.14 – 2.25	Commercial shopping center
2.25 – 2.80	Low- and medium-density residential
2.80 – 3.08	Agricultural and mobile home communities; some undeveloped lots
3.08 – 3.20	Low-density residential; mobile home communities
3.20 – 3.27	Undeveloped land
3.27 – 3.40	State Route 1
3.40 – 3.643	Agricultural with rural single-family residential; undeveloped county land
3.64 – 5.48	Agricultural with rural single-family residential
5.48 – 6.47	Industrial/light manufacturing; commercial offices; many undeveloped lots
6.23 – 6.31	Agricultural
6.47 – 7.00	Agricultural; manufacturing/light industrial; business and research park
7.00 – 8.27	Business and research park; undeveloped parcel
8.27 – 8.45	U.S. 101 interchange at Rose Avenue
8.25 – 8.40	Auto center and undeveloped parcel
8.39 – 8.58	commercial and vacant lots
8.58 – 8.77	Auto sales and service; some small commercial; low-density single-family

**Table 4.13-10 Center Road Pipeline Alternative 1 Existing Land Uses**

<b>Milepost Range (approximate)</b>	<b>Existing Land Use</b>
	residential
8.77 – 8.87	Agricultural with single-family residence; small commercial
8.87 – 9.05	Elementary school; low-density single-family residential
9.05 – 12.30	Agricultural with occasional single-family rural residential
12.30 – 13.10	Agricultural; open space (wetland); school
13.10 – 13.77	Agricultural
13.77 – 13.80	Valve station

Source: Aerial photos 2004.

The Applicant or its designated representative would try to schedule pipeline construction to coincide with summer recess or other breaks in the school season. If feasible, the pipeline alignment would be placed on the opposite side of the street from any school to minimize traffic impacts in the event construction could not be coordinated with school breaks. Traffic control plans and work hours would be designed to accommodate dropping off and picking up children at appropriate times of the day. Construction in the vicinity of any school would be completed all at once and the roadway paved immediately to avoid returning to the location at a later date to complete the work, thereby minimizing disruption of traffic. Emergency access would be maintained at all times during construction for adjacent sensitive land uses such as fire stations and hospitals.

As with the proposed Project, land uses in the vicinity of the Center Road Pipeline Alternative 1 are regulated under the General Plans and Zoning Ordinances for Ventura County and the City of Oxnard. This alternative would traverse more area within Oxnard city limits. Part of this alternative alignment, north of U.S. 101, would traverse county land within the sphere of influence of the City of Oxnard, identified as the El Rio/Del Norte Community. Table 4.13-11 summarizes the General Plan land use designations along the Center Road Pipeline Alternative 1.

**Table 4.13-11 Center Road Pipeline Route Alternative 1 Land Use Designations**

<b>Mileposts</b>	<b>Jurisdiction</b>	<b>Land Use Designation(s)</b>
0.0 – 0.2	City of Oxnard	Public Utility/Energy Facility
0.2 – 1.0	Ventura County (City of Oxnard Sphere of Influence)	Public Utility/Energy Facility
1.0 – 1.9	Ventura County (City of Oxnard Sphere of Influence)	Low-Medium Residential; General Commercial; School; Open Space
1.9 – 3.4	City of Oxnard	Low Residential; Low-Medium Residential; Medium Residential; Factory Built Residential; School
3.4 – 5.5	Ventura County	Agricultural (40-acre [16.2 ha] minimum)/ Oxnard – Camarillo Greenbelt
5.5 – 8.7	City of Oxnard	Light Industrial; Limited Industrial; Business and

		Research Park; Specialized Commercial
8.7 – 9.0	Ventura County (City of Oxnard Sphere of Influence)	Rural; School
9.0 – 9.3	Ventura County (City of Oxnard Sphere of Influence)	Rural; Agricultural (40-acre [16.2 ha] minimum)/Oxnard- Camarillo Greenbelt
9.3 – 10.3	Ventura County	Agricultural (40-acre [16.2 ha] minimum)/Oxnard – Camarillo Greenbelt
10.3 – 10.6	Ventura County (City of Oxnard Sphere of Influence); Ventura County	Rural; Agricultural (40-acre [16.2 ha] minimum)/Oxnard – Camarillo Greenbelt
10.6 – 14.9	Ventura County	Agricultural (40-acre [16.2 ha] minimum)/Oxnard – Camarillo Greenbelt

Sources: City of Oxnard General Plan (2004); Ventura County General Plan 2004.

Note: 'Ventura County (City of Oxnard Sphere of Influence)' indicates that the land is not within the legal jurisdiction of the City of Oxnard, but it is within the City's Sphere of Influence and therefore the City has established some land use planning guidelines.

The Center Road Pipeline Alternative 1 route is adjacent to and west of the potential school identified in Oxnard's 2020 plan (shown as "Proposed schools location from the City of Oxnard 2020 General Plan Land Use map" on Figure 4.13-6). It is within about 0.25 mile (0.4 km) of the currently proposed elementary school site identified in the proposed Ormond Beach Specific Plan (shown as "Proposed school location from the Notice of Preparation for the Ormond Beach Specific Plan: Proposed Ocean View School District site" on Figure 4.13-6). This alternative is also within 0.25 mile (0.4 km) of a potential high school site in the Ormond Beach area (shown as "Potential school site as ranked in the Oxnard Union High School District School Site Feasibility Analysis: Ocean View Site" on Figure 4.13-6), however, a feasibility analysis conducted by OUHSD ranked this high school site as the least preferred among the sites it evaluated.

The Center Road Pipeline Alternative 1 would incur similar impacts as the proposed route with the exception of the proximity to Mesa Union School, and the impact classes for this alternative would be the same as those for the proposed Project. The same mitigation would also apply. However, because of its proximity to more residences and businesses, potential conflicts with land uses would be more likely under Center Road Pipeline Alternative 1. Impacts related to consistency with regional and local plans would be considered the same as for the proposed Project.

## Center Road Pipeline Alternative 2

Center Road Pipeline Alternative 2 would follow the proposed route for most of its length. The alignment would follow existing ROWs and public roads through agricultural areas. Table 4.13-12 summarizes the existing land uses along Center Road Pipeline Alternative 2.

**Table 4.13-12 Center Road Pipeline Alternative 2 Existing Land Uses**

<b>Milepost Range (approximate)</b>	<b>Existing Land Use</b>
0.00 – 0.28	Energy facility; transmission line ROW; State Coastal Conservancy land
0.28 – 1.30	Agricultural and transmission line ROW
1.30 – 3.87	Agricultural with rural single-family residential; agriculture processing facility
3.87 – 6.82	Agricultural
6.82 – 7.52	Agricultural with rural single-family residential
7.35 – 7.52	Agricultural and industrial (dairy)
7.52 – 7.54	5th Street and railroad ROW
7.54 – 8.40	Agricultural
8.40 – 8.42	Drainage canal
8.42 – 9.22	Agricultural
9.22 – 9.26	U.S. 101 and service road
9.26 – 12.09	Agricultural; rural residential single-family
12.09 – 13.03	Agricultural; undeveloped open space (wetland); rural residential (single-family)
13.03 – 13.77	Agricultural
13.77 – 13.80	Valve station

Source: Aerial photos 2004.

As with the proposed route, this alternative would be close to a juvenile detention center. However, as with the other alternatives, this route would pass directly adjacent to Mesa Union School in the northern part of the alignment (see Table 4.13-2 and Figure 4.13-3, above).

Center Road Pipeline Alternative 2 would pass the same potential school sites as the proposed route through the proposed Ormond Beach Specific Plan Area (see discussion above). AM LU-1 would also apply to Center Road Pipeline Alternative 2.

The Applicant or its designated representative would try to schedule pipeline construction to coincide with summer recess or other breaks in the school season. If feasible, the pipeline alignment would be placed on the opposite side of the street from any school to minimize traffic impacts in the event construction could not be coordinated with school breaks. Traffic control plans and work hours would be designed to accommodate dropping off and picking up children at appropriate times of the day. Construction in the vicinity of any school would be completed all at once and the roadway paved immediately to avoid returning to the location at a later date to complete the work, thereby minimizing disruption of traffic. Emergency access would be maintained at all times during construction for adjacent sensitive land uses such as fire stations and hospitals.

Center Road Pipeline Alternative 2 would mainly traverse Ventura County land regulated under the Ventura County General Plan but would also traverse an area within the City of Oxnard and regulated under the Oxnard LCP and the Oxnard General Plan. The alignment would follow the same route as the proposed Project route for the first approximately 5.8 miles (9.3 km) and then would traverse Ventura County land designated for agriculture for the remainder of the alignment. Table 4.13-13 summarizes the land use designations for Center Road Pipeline Alternative 2.

**Table 4.13-13 Center Road Pipeline Alternative 2 Land Use Designations**

Mileposts	Jurisdiction	Land Use Designations
0.0 – 0.2	City of Oxnard	Public Utility/Energy Facility
0.2 – 1.0	Ventura County (City of Oxnard Sphere of Influence)	Public Utility/Energy Facility
1.0 – 2.2	Ventura County (City of Oxnard Sphere of Influence)	Low-Medium Residential
2.2 – 13.8	Ventura County	Agricultural (40-acre [16.2 ha] minimum)/Oxnard-Camarillo Greenbelt

Sources: City of Oxnard General Plan; Ventura County General Plan 2004.

Note: 'Ventura County (City of Oxnard Sphere of Influence)' indicates that the land is not within the legal jurisdiction of the City of Oxnard, but it is within the City's Sphere of Influence and therefore the City has established some land use planning guidelines.

This alternative would incur similar impacts as the proposed route. More of this route would cross the Oxnard-Camarillo Greenbelt than either the proposed Project or Center Road Pipeline Alternative 1.

The impacts associated with this alternative are similar to those for the proposed Project with the exception of the proximity to Mesa Union School, and the impact classes for this alternative would be the same as those for the proposed Project. However, because of its proximity to more residences and businesses, potential conflicts with land uses would be more likely under Center Road Pipeline Alternative 2. Impacts related to consistency with regional and local plans would be considered the same as for the proposed Project.

### **Center Road Pipeline Alternative 3**

This route would be the same as the proposed Center Road Pipeline, with the exception of the short segment that would pass directly adjacent to Mesa Union School, which is located near the intersection of Santa Clara and La Vista Avenues (see Table 4.13-2 and Figure 4.13-3, above). As with Center Road Alternatives 1 and 2, this route would pass directly in front of this school. Existing land uses for Center Road Pipeline Alternative 3 are provided in Table 4.13-14. General Plan designations would be the same as those for the proposed Center Road Pipeline route.

**Table 4.13-14 Center Road Pipeline Alternative 3 Existing Land Uses**

<b>Milepost Range (approximate)</b>	<b>Existing Land Use</b>
0.00 – 0.28	Energy facility; transmission line ROW; State Coastal Conservancy land
0.28 – 1.30	Agricultural and transmission line ROW
1.30 – 3.87	Agricultural with rural single-family residential; agricultural processing
3.87 – 7.39	Agricultural
7.39 – 7.76	Agricultural and light industrial (oil field and infrastructure)
7.76 – 7.93	Industrial park/business and research park; some agricultural
7.93 – 8.63	Industrial park/commercial office space
8.63 – 9.40	Agricultural
9.40 – 9.57	U.S. 101
9.57 – 12.30	Agricultural; one rural residence
12.30 – 13.14	Agricultural; open space (wetland); school
13.14 – 14.24	Agricultural
14.24 – 14.27	Valve station

Source: Aerial photos 2004.

The Applicant or its designed representative would try to schedule pipeline construction to coincide with summer recess or other breaks in the school season. If feasible, the pipeline alignment would be placed on the opposite side of the street from any school to minimize traffic impacts in the event construction could not be coordinated with school breaks. Traffic control plans and work hours would be designed to accommodate dropping off and picking up children at appropriate times of the day. Construction in the vicinity of any school would be completed all at once and the roadway paved immediately to avoid returning to the location at a later date to complete the work, thereby minimizing disruption to traffic. Emergency access would be maintained at all times during construction for adjacent sensitive land uses such as fire stations and hospitals.

Overall, the impacts associated with this alternative would be similar to those for the proposed Project, with the exception of the proximity to Mesa Union School, and the impact classes for this alternative would be the same as those for the proposed Project. The same mitigation measures would also apply. Center Road Pipeline Alternative 3 would pass the same potential school sites as the proposed route through the proposed Ormond Beach Specific Plan Area (see discussion above). AM LU-1 would also apply to Center Road Pipeline Alternative 3. Impacts related to consistency with regional and local plans would be considered the same as for the proposed Project.

## **Line 225 Pipeline Loop Alternative**

The Line 225 Loop Alternative route deviates from the proposed Project route between approximate Loop MP 4.75 and Loop MP 6.75. The alternative route does not follow McBean Parkway, Avenue Scott, or Avenue Stanford. Instead, it follows Magic

- 1 Mountain Parkway until MP 6.75, where it turns and meets the proposed Line 225 Loop  
 2 Pipeline route. Existing land uses the along Line 225 Pipeline Loop Alternative are  
 3 provided in Table 4.13-15.

**Table 4.13-15 Line 225 Pipeline Loop Alternative Existing Land Uses**

Estimated Mileposts	Existing Land Use
0.00 – 0.73	Open space
0.73 – 1.00	Open space; low-density, single-family residential
1.00 – 1.25	Open space
1.25 – 1.51	Low-density, single-family residential; open space
1.51 – 1.69	Open space
1.69 – 2.52	Low-density, single-family residential; open space; moderate- to high-density residential (multi-family)
2.52 – 3.66	Industrial, commercial, railroad ROW; open space parallels the South Fork of the Santa Clara River
3.66 – 3.72	South Fork of the Santa Clara River crossing
3.72 – 4.05	Power transmission line ROW; medium- to high-density residential; shopping centers/commercial
4.05 – 5.42	Shopping centers/commercial; medium- to high-density residential
5.42 – 5.73	Open space; power transmission line ROW
5.73 – 5.78	Santa Clara River crossing
5.78 – 5.90	Open space; power transmission line ROW
5.90 – 6.60	Industrial park and commercial offices; power transmission line ROW
6.60 – 7.20	Open space – power transmission line ROW; electrical substation

Source: Aerial photos 2004.

- 4 Because the land uses and land use designations crossed by the alternative route are  
 5 nearly identical to the proposed route, this alternative would incur similar impacts on  
 6 land uses as the proposed route. The impacts classes would be the same as for the  
 7 proposed route and are considered adverse, but less than significant; therefore,  
 8 mitigation measures are not required. Impacts related to consistency with regional and  
 9 local plans would be considered the same as for the proposed Project.

#### 10 **4.13.5.4 Alternative Shore Crossings and Pipeline Connection Routes**

##### 11 **Point Mugu Shore Crossing/Casper Road Pipeline**

- 12 This alternative would extend from the offshore HDB exit points approximately 0.8 mile  
 13 (1.3 km) to the HDB entry points on NBVC Point Mugu. The HDB entry point would be  
 14 in an area of the NBVC Point Mugu that was previously disturbed. HDB would also be  
 15 used to install pipelines to a proposed new metering station located approximately 0.8  
 16 mile (1.3 km) at the southern end of Casper Road. The metering station would be  
 17 approximately 4,400 feet (1,341 m) from the shoreline crossing and off the NBVC  
 18 property. Aboveground facilities (metering station, station expansion and modifications)

would permanently occupy 200 feet by 200 feet (60.9 m by 60.9 m), or 0.9 acres (0.36 ha), would be entirely located within an 8-foot tall fenced area with two gates. The surface facilities would be located at the north end of a series of duck ponds managed by a local hunting association.

Approximately 1.5 miles (2.4 km) of additional pipeline would be installed from the new metering station to MP 2.4 of the proposed Center Road Pipeline along Hueneme Road. The total pipeline length would be approximately 3.7 miles (5.9 km). From the surface facility at the end of Casper Road to Hueneme Road, the land use is agricultural.

NBVC Point Mugu is a major aviation shore command and a Naval Construction Force mobilization base providing airfield, seaport, and base support services to fleet operating forces and shore activities. The Point Mugu Sea Range supports sea, land, and air weapons systems testing.

The NBVC Point Mugu is located on the coast in Ventura County. Predominant land use activities occurring in the area surrounding NBVC consist of row-crop agricultural production to the north and west and recreation, e.g., fishing, surfing, swimming, hiking, and camping, in the Santa Barbara Channel to the south and west and in the Santa Monica Mountains National Recreation Area to the east. Agricultural preserve contracts, coastal zone management issues, and floodplain regulations associated with Ventura County zoning limit future development in the vicinity of the NBVC Point Mugu.

NBVC Point Mugu comprises approximately 4,490 acres (1,817 ha), of which approximately 1,990 acres (805 ha) have been developed; the remainder remains largely in its natural state. Land use at NBVC is dominated by natural and operational constraints that require preservation of open space.

Included in the undeveloped area of NBVC Point Mugu is over 1,500 acres (607 ha) of designated wetlands, 200 acres (81 ha) of beach dunes, and 270 acres (109 ha) of grasslands. In addition, a large portion of the base is located within the coastal zone, which has boundaries from the mean high tide line to 4,000 feet (1,219 m) inland. Much of the open space at NBVC Point Mugu is environmentally constrained, i.e., development or activities are limited by the presence of sensitive environmental resources. These constrained areas include the Mugu Lagoon and portions of the Calleguas Creek floodplain. Development is also limited by the existence of airfield safety clearance zones.

On-base land use can be grouped into ten categories: Aircraft Operations, Aircraft Maintenance, Base Support, Test and Evaluation, Administration, Community Support, Housing, Training, Ordnance, and Open Space. The Navy indicates that Magazine 800 Row will require Explosives Safety Site Approval (King 2006).

The NBVC's Integrated Natural Resources Management Plan (INRMP) has four primary goals:

- Goal 1: Restore and maintain ecosystem viability that balances military mission sustainability;
- Goal 2: Continue to conserve populations of federally listed endangered and threatened plant and animal species within the guidelines of ecosystem management and cooperate with the CDFG on conserving State listed species;
- Goal 3: Protect, maintain, and improve the quality of soil and water; and
- Goal 4: Continue to develop and maintain a thorough data collection and processing system providing efficient data storage, retrieval, and presentation to facilitate fully informed management decisions.

In addition, the INRMP ensures that fish and wildlife management programs are sustained and ecosystem management principles will be implemented.

The limited construction and maintenance activities would not interfere with naval activities or plans.

Because the pipeline would be installed through State waters and NBVC land using HDB, land uses would not change, nor would uses of the property be permanently disrupted. HDB construction would have temporary impacts on access to and use of both State waters and NBVC Point Mugu land but would not be incompatible with the INRMP. Through the permit process, the CCC would make a final determination regarding consistency. Most construction and maintenance activities would occur on a remote portion of NBVC Point Mugu instead of a public beach.

The route would be compatible with land uses from the surface facility to the intersection of the proposed Project on Hueneme Road. This alternative route is more than 0.5 mile (0.8 km) east of the potential school identified in Oxnard's 2020 plan (shown as "Proposed schools location from the City of Oxnard 2020 General Plan Land Use map" on Figure 4.13-6). It is also more than 0.5 mile (0.8 km) east of the currently proposed elementary school site identified in the proposed Ormond Beach Specific Plan (shown as "Proposed school location from the Notice of Preparation for the Ormond Beach Specific Plan: Proposed Ocean View School District site" on Figure 4.13-6). This alternative route passes directly adjacent to the southeast corner of one potential high school site, which was ranked by a feasibility analysis conducted by OUHSD as the most preferred among the sites it evaluated (shown as "Potential school site as ranked in the Oxnard Union High School District School Site Feasibility Analysis: Olds East Site" on Figure 4.13-6). It is also within 0.25 mile (0.4 km) east of the other proposed high school site identified in the proposed Ormond Beach Specific Plan (shown as "Proposed school location from the Notice of Preparation for the Ormond Beach Specific Plan: Proposed Oxnard Union High School District site" on Figure 4.13-6).

This alternative would incur similar impacts as the proposed Project route, and the impact classes for this alternative would be the same as those for the proposed Project. The impacts would be considered adverse but less than significant and, therefore, mitigation measures are not required.

## Arnold Road Shore Crossing/Arnold Road Pipeline

This alternative would extend from the offshore HDB exit points approximately 1.06 miles (1.7 km) to the HDB entry points located approximately 1,000 feet (305 m) inland from the shoreline, near the end of Arnold Road, on lands in unincorporated Ventura County. From the HDB entry points, HDB also would be used to install the pipeline to the surface facility located approximately 0.6 mile (1.0 km) inland along Arnold Road on previously developed lands. The two pipelines would terminate at the metering station. Approximately 1.9 miles (3.0 km) of additional pipeline would be installed, using trenching, from the new metering station to MP 1.9 of the proposed Center Road Pipeline along Hueneme Road.

Arnold Road lies on the boundary between the City of Oxnard and unincorporated lands in Ventura County. Land use designations include Industrial and Agriculture. Immediately adjacent to the Coastal Conservancy lands at Ormond Beach is the NBVC Point Mugu. Both the Coastal Conservancy and the NBVC Point Mugu lands adjacent to the HDB turnaround point are undeveloped, vegetated sand dunes.

The surface facility would be located in an area of agricultural land adjacent to Arnold Road. From the surface facility to the location where this alternative joins the proposed Project, the land use is agricultural. The pipeline would be installed using trenching for this section.

Because the pipeline would be installed through State waters and adjacent to the Coastal Conservancy land using HDB, land uses would not change nor would uses of the property be permanently disrupted. HDB construction would have temporary impacts on access to and use of State waters, Ormond Beach, and the Coastal Conservancy land but would not be incompatible with the Ormond Beach wetland restoration plans.

The route would be compatible with land uses from the surface facility to the intersection of the proposed Project route on Hueneme Road. The CCC would determine consistency with coastal policies through the permitting process. Consistency with regional and local plans is considered the same as for the proposed Project.

The Arnold Road Alternative route is about 1,900 feet (579 m) east of the potential school identified in Oxnard's 2020 plan (shown as "Proposed schools location from the City of Oxnard 2020 General Plan Land Use map" on Figure 4.13-6). It is also more than 1,900 feet (579 m) east of the currently proposed elementary school site identified in the proposed Ormond Beach Specific Plan (shown as "Proposed school location from the Notice of Preparation for the Ormond Beach Specific Plan: Proposed Ocean View School District site" on Figure 4.13-6). This alternative route is adjacent to the same potential high school sites in the Ormond Beach area as the proposed route (see Figure 4.13-6).

This alternative would incur similar impacts as the proposed Project route, and the impact classes for this alternative would be the same as those for the proposed Project. The impacts would be considered adverse but less than significant and, therefore, mitigation measures are not required.

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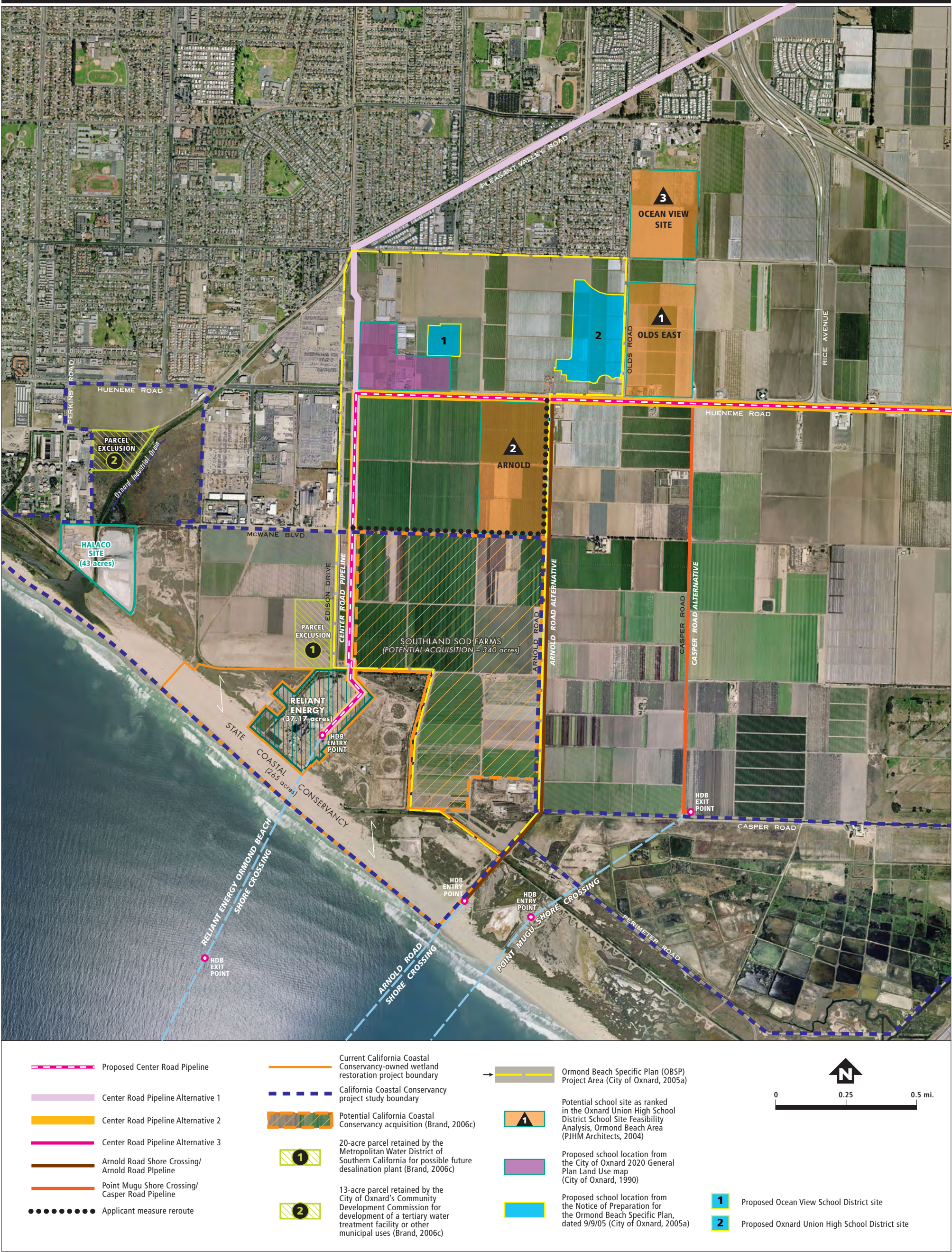


Figure 4.13-6  
**Existing and Potential Land Uses in the Vicinity of Ormond Beach**

